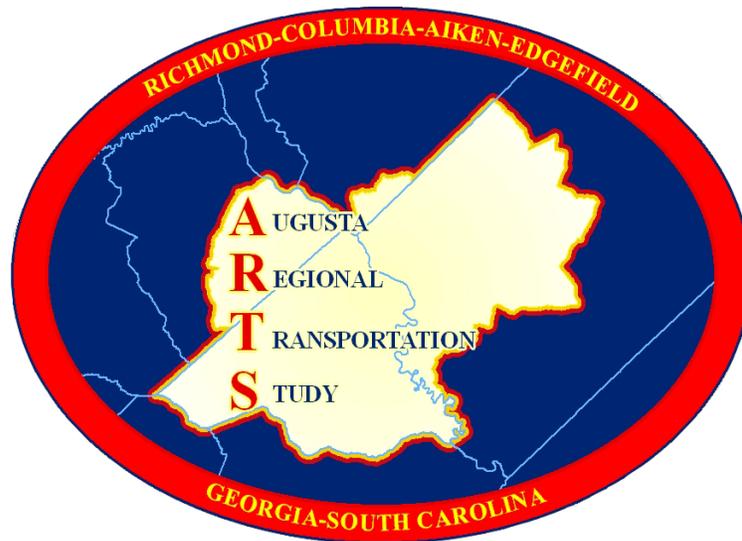


**Augusta Regional Transportation Study
CONGESTION MANAGEMENT PLAN
2008 REPORT**



Prepared by:

**Augusta-Richmond County Planning Commission
In Cooperation With:
Aiken County Planning & Development Department
Federal Highway Administration
Georgia Department of Transportation
South Carolina Department of Transportation**

August 2009

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TABLE OF CONTENTS

	Page
Introduction	1
CMP Area	1
Metropolitan Planning Organization	1
Transportation Management Area	2
ARTS CMP Work Plan	2
ARTS Study Area Boundary Map	3
Data Collection Methodology	4
2008 ARTS Result Travel Time Survey	
Aiken County Routes	5
Columbia County Routes	8
Richmond County Routes	13
1995-2008 Strategies for Congestion Relief	21
ARTS Congestion Mitigation Strategies and Projects	24
Summary of Results and Future Schedule	33

Tables

Table 1 - Performance Measures	4
Table 2 – 2008 Aiken County Travel Time Survey Results	7
Table 3 - 2008 Columbia County Travel Time Survey Results	12
Table 4 - 2008 Richmond County Travel Time Survey Results	19
Table 5 - Congestion Mitigation Strategies	22
Table 6 - ARTS CMP 2008 Strategy Matrix	23
Table 7 - Aiken County 2008 CMP Strategies and Projects	25
Table 8 - Columbia County 2008 CMP Strategies and Projects	28
Table 9 - Richmond County 2008 CMP Strategies and Projects	30
Table 10 - ARTS CMP Run Schedule	34
ARTS CMP Classifications and Future Schedule	
Table 11 - Aiken County	36
Table 12 - Columbia County	38
Table 13 - Richmond County	40

Appendices

Appendix A

CMS Work Plan History	45
Table A-1 - Performance Measures	45
Table A-2 – ARTS CMP Data Collection Schedule	45

Appendix B

Travel Time Segment Speed Calculation Worksheets

Aiken County	51
Columbia County	65
Richmond County	79

Appendix C

Mitigation Projects 1997-2008

Table C-1 - Aiken County	105
Table C-2 - Columbia County.	106
Table C-3 - Richmond County.	107

1995-2008 Travel Time Survey Summaries

Table C-4 - Aiken County Travel Time Survey 1996-2007	C-4
Table C-5 - Columbia County Travel Time Survey 1996-2007	C-8
Table C-6 - Richmond County Travel Time Survey 1996-2007	C-12

INTRODUCTION

This document is the Augusta Regional Transportation Study (ARTS) Congestion Management Process (CMP) report. It replaces a report that was previously called the Congestion Management System (CMS), but is essentially the same document. The name change is the result of amendments to federal transportation law included in the Safe, Accountable, Flexible Transportation Equity Act: A Legacy for Users (SAFETEA-LU) enacted on August 10, 2005. This report contains a description of the geographical boundary of the ARTS CMP area, the statutory basis of this report, travel time data used to pinpoint congestion levels on major travel corridors in the ARTS area, and appendices with detailed information on the results of the 2008 travel time survey.

CMP AREA

The Augusta Regional Transportation Study (ARTS) area includes all of Richmond County, Georgia and the urbanized parts of Columbia County, Georgia and Edgefield and Aiken Counties in South Carolina (see Figure 1). Regional transportation is coordinated by the Augusta-Richmond County Planning Commission, the designated metropolitan planning organization (MPO) for the ARTS area.

METROPOLITAN PLANNING ORGANIZATION

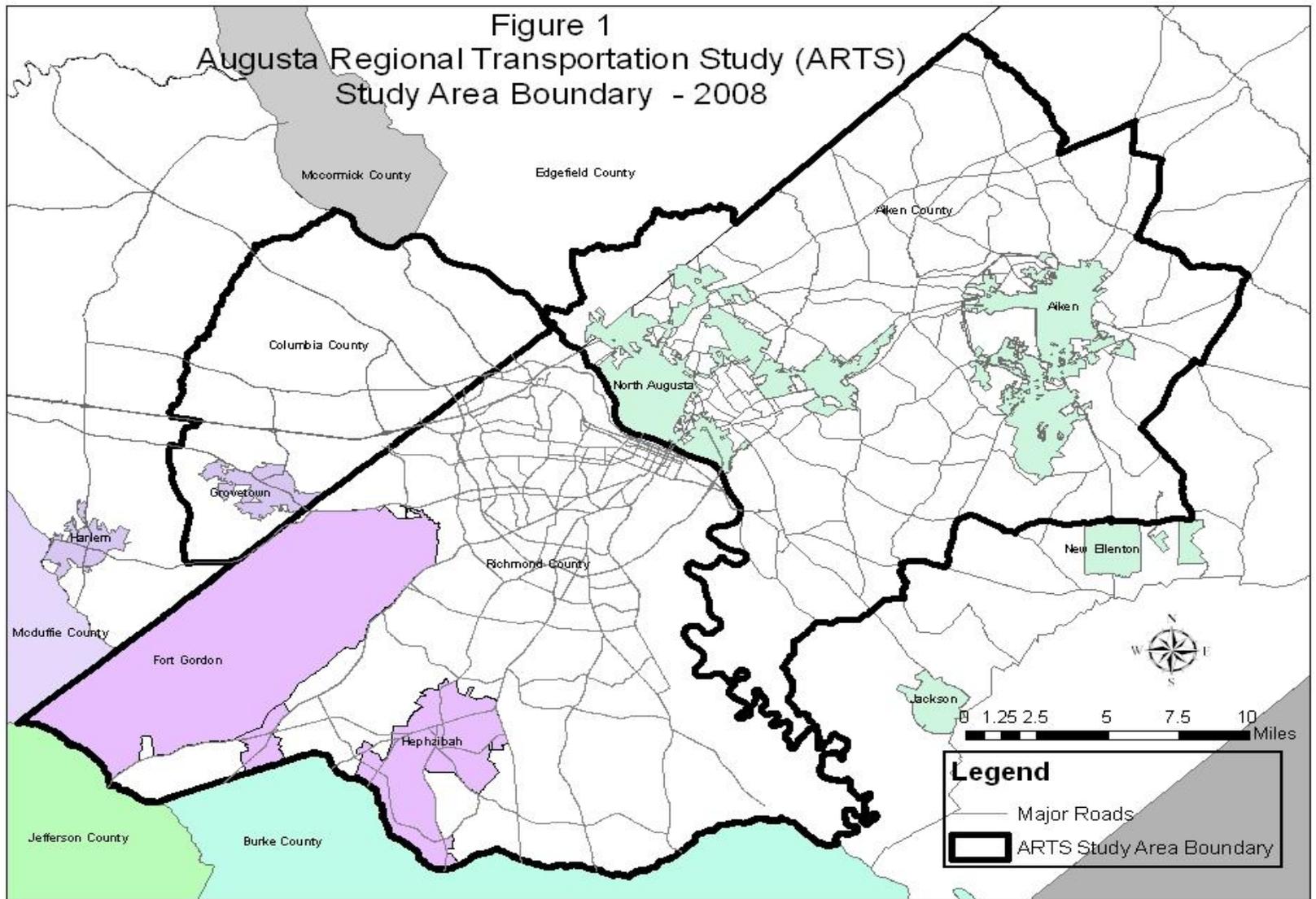
A metropolitan planning organization is a transportation policy-making organization made up of representatives from local government and transportation authorities. The Federal Aid Highway Act of 1962 required the formation of an MPO for any urbanized area with a population greater than 50,000. MPOs were created in order to ensure that existing and future expenditures for transportation projects and programs were based on a comprehensive, cooperative, and continuing planning process. Federal funding for transportation projects and programs is channeled through this planning process.

TRANSPORTATION MANAGEMENT AREA

The ARTS area is a transportation management area (TMA). Any urban area with population over 200,000 is automatically a Transportation Management Area, which subjects it to additional planning requirements under federal law, but also entitles it to funds earmarked for large urbanized areas under the Surface Transportation Program. Areas may be designated TMA's if the governor and the MPO or affected local officials request designation. Such designation would entitle them to greater local project selection authority through their MPOs and to STP funds earmarked for large urban areas. TMAs must also prepare the Congestion Management Process. The CMP requires that all reasonable alternatives be identified and evaluated for their ability to alleviate congestion and enhance mobility. Furthermore, when the addition of general purpose traffic lanes is determined to be the appropriate solution for a particular corridor, the CMP requires that appropriate demand and operational management strategies also be implemented to increase the efficiency of the corridor and extend the life of the improvement.

ARTS CMP WORK PLAN

ARTS prepared its first CMS (now CMP) work plan in August 1994 in cooperation with the Georgia Department of Transportation (GDOT) and the South Carolina Department of Transportation (SC DOT). Since then this work plan has served as the basis for the area's annual CMP report and ongoing CMP process. The CMP work plan is tailored to meet regional needs and is evaluated and adjusted periodically to meet changing needs and priorities. The Augusta-Richmond County Planning Commission coordinates the CMP process and the work on the annual CMP report. Appendix A contains a history and details of the CMP work plan.



DATA COLLECTION METHODOLOGY

Presently 52 corridors are included in the travel time survey. Of those, sixteen (16) are located in Aiken County, South Carolina, twenty-two (22) in Richmond County and nine (9) in Columbia County. An additional five (5) corridors cross jurisdictional lines between Richmond and Columbia Counties. They are: Bobby Jones Expressway, SR 223, Wrightsboro Road, Fury’s Ferry Road, and Davis Road/Walton Way Extension/Jackson Road.

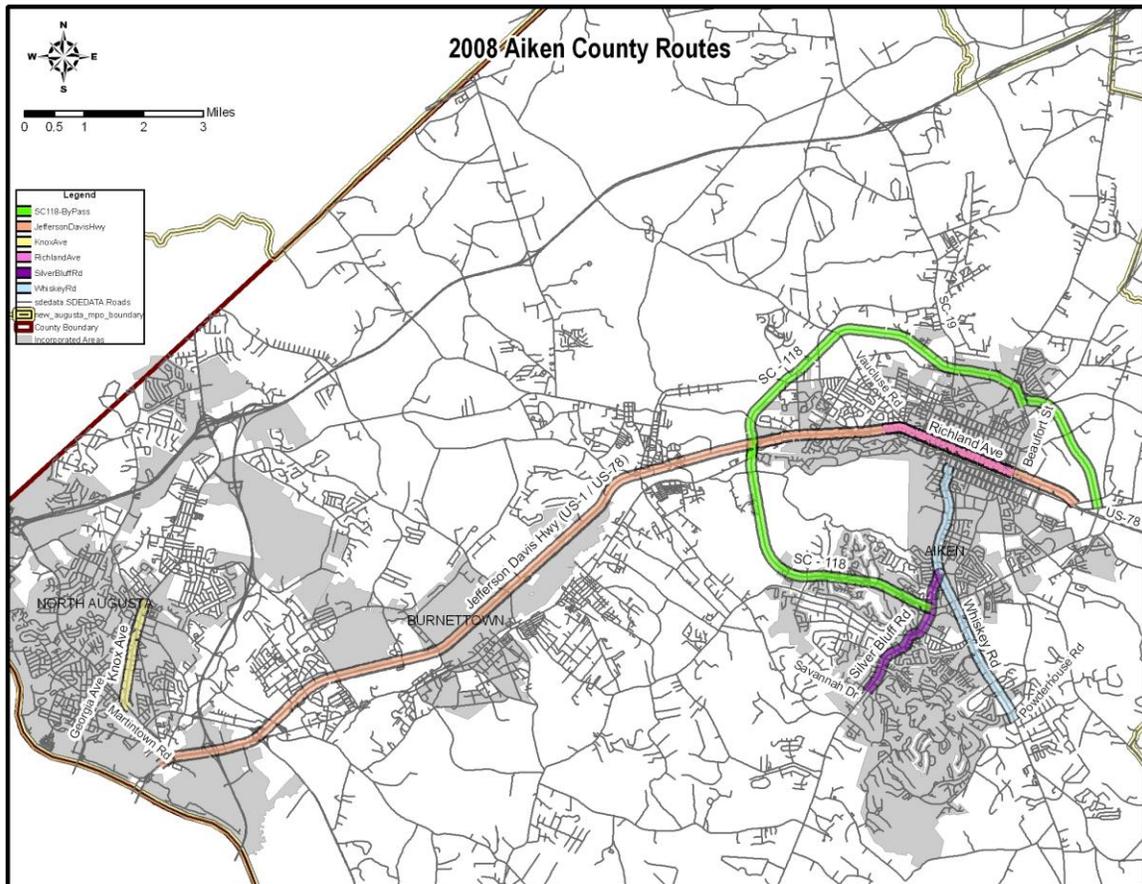
According to the CMP work plan, each corridor is divided into links, which corresponds with signalized intersections. The length of, and the time taken to travel, each link is measured. The deviation from the posted speed limit is the measure of congestion on each corridor. The travel times for six runs are collected on each route. Corridors are run in both directions during AM peak hour and PM peak hour on three separate days (2 runs per day x 3 days = 6 total runs). Some corridors are timed during noon, school release and on Saturday peak shopping times (2:00 pm to 4:00 pm). The run begins approximately from the starting point. A Global Positioning System (GPS) unit is turned on and the driver drives the length of the corridor while keeping pace with the traffic. The files from each run are then exported to excel format where each link of the route is timed and recorded. The average speed on each link and corridor is calculated. Appendix B contains the corridor segment sheets. The corridors are rated based on the performance measures listed in Table 1 below:

Table 1	
Performance Measures	
ARTS Congestion Management System	
Category	Average Speed
Not Presently Congested (NPC)	>= Posted speed limit.
At Risk of Congestion (ARC)	1% - 15% below the posted speed limit
Borderline Congested (BC)	15% - 25% below the posted speed limit
Marginally Congested (MC)	25% - 30 % below the posted speed limit
Seriously Congested (SC)	> 30% below the posted speed limit

RESULTS OF 2008 TRAVEL TIME SURVEY

The 2008 CMP travel time data was collected using GPS units. Most of the twenty (20) routes that were studied were combinations of one or more of the CMP routes as defined by the ARTS CMP work plan. The following paragraphs summarize the results of the survey.

AIKEN COUNTY ROUTES



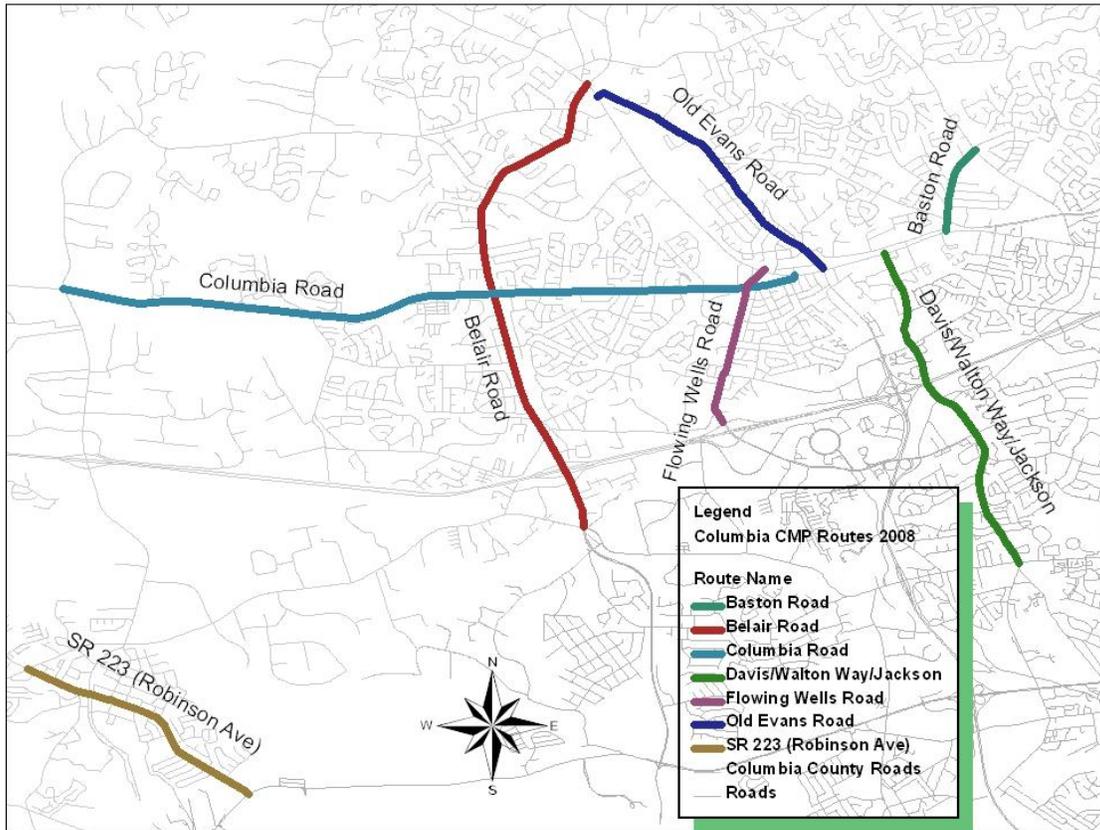
The average speed and deviation from the speed limit for the seven (7) corridors located in Aiken County are summarized in Table 2.

1. **Whiskey Road** was determined borderline congested during the southbound AM run, marginally congested during the northbound AM run, and seriously congested during the southbound and northbound PM runs.
2. **Richland Avenue** was determined seriously congested during the eastbound noon run, and marginally congested during the westbound noon run.
3. **Silver Bluff Road.** was determined seriously congested during all times.
4. **US1/US78** was determined seriously congested at all times.
5. **Clearwater Road** was not run due to construction.
6. **Knox Avenue** was determined to be seriously congested during the southbound AM run, borderline congested during the northbound AM run, marginally congested during the southbound PM run, and seriously congested during the northbound PM run.
7. **SC118** was determined to be at risk of congestion during all times.

**TABLE 2
2008 AIKEN COUNTY TRAVEL TIME SURVEY RESULTS**

Aiken County CMP Routes			Posted Speed MPH	Average Speed (MPH)										
				SB/WB AM		NB/EB AM		EB NOON		WB NOON		SB/WB PM		NB/EB PM
			% Deviation from Posted Speed Limit											
			SB/WB AM		NB/EB AM		EB NOON		WB NOON		SB/WB PM		NB/EB PM	
Whiskey Rd.	From	Richland Ave.	30/45	28	25					23	26			
	To	Powder House		-20.00%	-28.57%					-34.29%	-25.71%			
			Category	BC	MC					SC	MC			
Richland Avenue	From	Vaucluse Rd.	25/35			20	22							
	To	Beaufort Street				-33.33%	-26.67%							
			Category			SC	MC							
Silverbluff Road	From	Whiskey Rd.	35	23	22					20	18			
	To	Savannah Dr.		-34.29%	-37.14%					-42.86%	-48.57%			
			Category	SC	SC					SC	SC			
US 1/ US 78	From	Martintown Rd.	45/50	28	30					28	29			
	To	SC118		-37.78%	-33.33%					-37.78%	-35.56%			
			Category	SC	SC					SC	SC			
Clearwater Rd	From	US 25	Not Run Due to Construction											
	To	US 1												
			Category											
Knox Avenue	From	Martintown Rd.	35/40	24	29					26	22			
	To	Georgia Avenue		-31.43%	-17.14%					-25.71%	-37.14%			
			Category	SC	BC					MC	SC			
SC 118	From	SC302(Wagner)	40/55	41	44					43	43			
	To	Silver Bluff		-8.89%	-2.22%					-4.44%	-4.44%			
			Category	ARC	ARC					ARC	ARC			

COLUMBIA COUNTY ROUTES



The average speed and deviation from the speed limit for the seven (7) corridors located in Columbia County is summarized in Table 3.

1. **Robinson Avenue (SR223)** is a two-lane road connecting downtown Grovetown with Gordon Highway and the Gate #2 entrance to Fort Gordon. Adjoining land uses include a mix of residential, commercial and institutional land uses. Newer residential subdivisions are located nearest the Gordon highway end of the road. Based on the 2008 travel time survey, Robinson Avenue was determined to be marginally congested during the westbound AM run and seriously at all other times. Eastbound traffic heading to Fort Gordon's Gate #2 entrance is particularly heavy during the AM peak period.

2. ***Baston Road*** is a four-lane urban minor arterial, with a flush median turn lane, connecting Washington Road (SR 104) and Fury's Ferry Road (SR 28). Adjoining land uses include a mix of residential, commercial and institutional land uses. Most commercial land uses are concentrated at the major intersections with Washington Road, River Watch Parkway / Old Petersburg Road and Fury's Ferry Road. Based on the 2008 travel time survey, Baston Road was determined to be marginally congested during the westbound AM run, seriously congested during the eastbound AM run, marginally congested during the westbound PM run, and seriously congested during the eastbound PM run. Travel time delays are due in part to delays at the major signalized intersections.

3. ***Belair Road*** (SR 383) / Jimmie Dyess Parkway (SR 874) is a corridor that connects the Evans area to the north with Jimmie Dyess Parkway and Fort Gordon's Gate #1 on the south. Belair Road (SR 383) is a four-lane urban principal arterial, with a flush median turn lane. Left and right turn lanes are located at major signalized intersections. Land uses along the corridor include a mix of suburban residences, professional offices and health care institutions and commercial establishments. Commercial uses are most concentrated at the major intersections, especially around the I-20 interchange.

Jimmie Dyess Parkway (SR 874) is a four-lane urban principal arterial, with a grass median, which opened to traffic in the fall of 1998. Left and right turn lanes are located at major signalized intersections. The Parkway connects with Belair Road on the north and Gordon Highway and Fort Gordon's Gate #1 on the south. Jimmie Dyess Parkway is a controlled-access road, so access is limited to the major intersections and a few curb cuts. Adjoining land uses include suburban residential areas and a few commercial uses.

Based on the 2008 travel time survey, Belair Road / Jimmie Dyess Parkway was determined severely congested at all times. Traffic is especially heavy at the intersection of Belair Road and Washington Road, Belair Road and the I-20 Interchange and the intersection of Jimmie Dyess Parkway and Gordon Highway.

4. ***Bobby Jones Expressway*** was not run due to construction on the I-20 / I-520 interchange project.

5. **Columbia Road** (SR 232) is classified as an urban minor arterial from its intersection with Washington Road to its intersection with Lewiston Road / Hereford Farm Road, a distance of 6.2 miles. Between Washington Road and the Belair Road (SR 383) intersection, Columbia Road has four travel lanes and a flush median turn lane. From just west of the Belair Road intersection to the Lewiston Road / Hereford Farm Road intersection Columbia Road is a two-lane facility with no turn lane. Land uses along the corridor include a mix of suburban residential subdivisions, professional offices, institutional uses and commercial establishments. Commercial uses are most concentrated at the Washington Road, Flowing Wells Road and Belair Road intersections. Development along the corridor is less dense west of the Belair Road intersection. Based on the 2008 travel time survey, Columbia Road was determined to be borderline congested during the westbound AM run, at risk for congestion during the eastbound AM run, seriously congested during the westbound PM run, and at risk for congestion during the eastbound PM run.

6. **Flowing Wells Road** is an urban minor arterial that extends from its intersection with Washington Road to its intersection with Wheeler Road near the Richmond County line. It is one of several major commuter routes and provides access to schools, commercial establishments, professional and institutional uses in the general vicinity. Flowing Wells is a four-lane road between Washington Road and Columbia Road intersections. It narrows to two travel lanes just west of the Columbia Road intersection.

Based on the 2008 travel time survey, Flowing Wells Road was determined to be severely congested at all times. School and commuter traffic contribute to congestion during the AM peak period. Heavy traffic volumes at the Columbia Road and Washington Road intersections contribute to congestion during the PM peak period.

7. **Old Evans Road** is a two-lane urban minor arterial connecting Washington Road and the Bobby Jones Expressway in Martinez with Washington Road in Evans. Old Evans Road is essentially a parallel route to Washington Road between Martinez and Evans. It also provides access to / from River Watch Parkway via its intersection with Old Petersburg

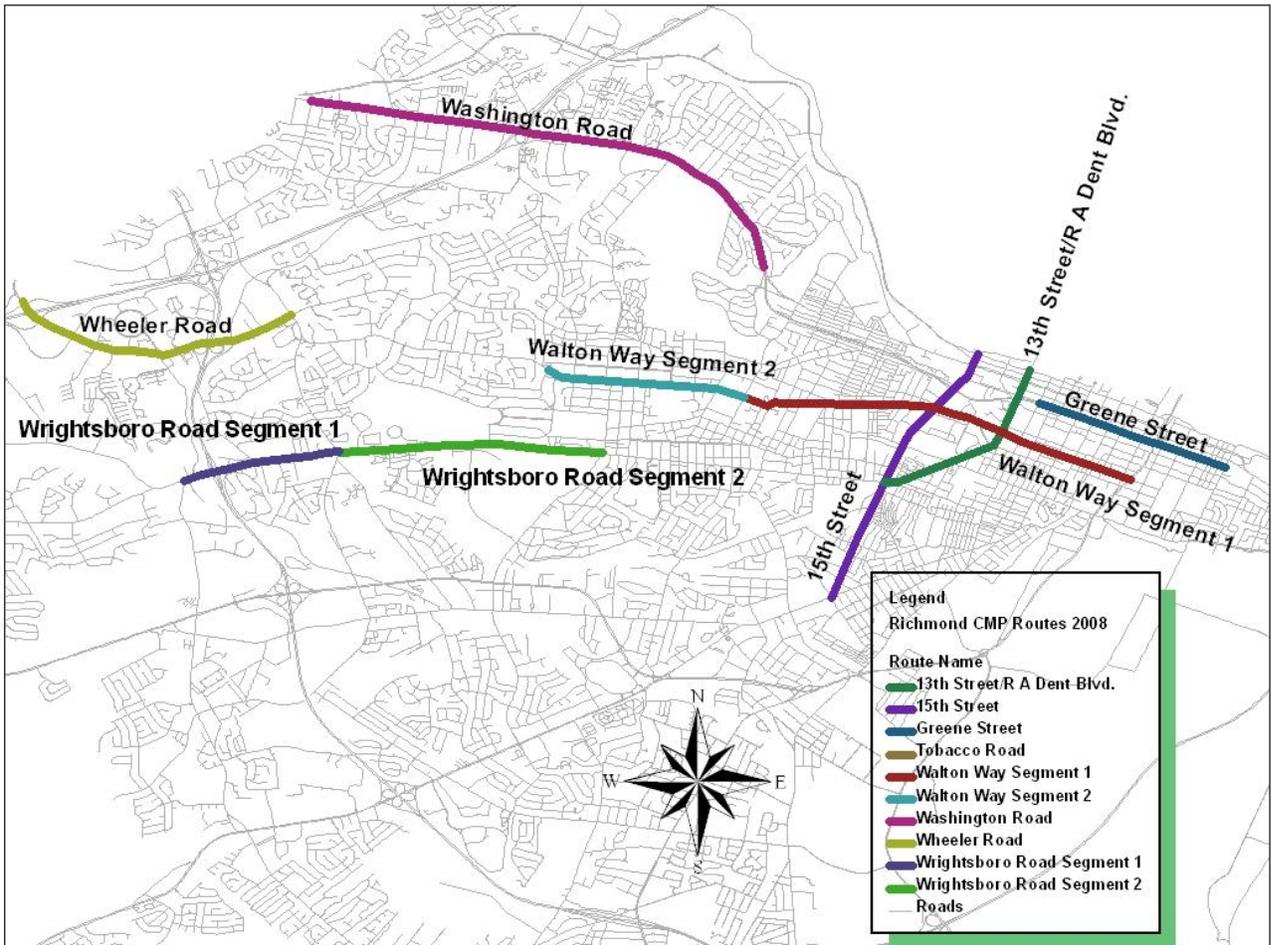
Road. Adjoining land uses include a mix of suburban residential subdivisions, some apartments, commercial establishments and some industrial uses. Commercial establishments are most concentrated at the Washington Road and Old Petersburg Road intersections.

Based on the 2008 travel time survey, Old Evans Road was determined to be severely congested at all times. Heavy traffic volumes, left turn movements and long waits at major signalized intersection are some of the factors contributing to the congestion along the corridor.

**TABLE 3
2008 COLUMBIA COUNTY TRAVEL TIME SURVEY RESULTS**

Columbia County CMP Routes			Posted Speed MPH	Average Speed (MPH)			
				% Deviation from Posted Speed Limit			
				<i>SB/WB AM</i>	<i>NB/EB AM</i>	<i>SB/WB PM</i>	<i>NB/EB PM</i>
SR 223	From	Wrightsboro Road	45	32	15	30	31
	To	Gordon Highway		-28.89%	-66.67%	-33.33%	-31.11%
Category				MC	SC	SC	SC
Baston Road	From	Fury's Ferry Road	45	34	28	32	24
	To	Washington Road		-24.44%	-37.77%	-28.89%	-46.66%
Category				MC	SC	MC	SC
Belair Road	From	Washington Road	45	28	30	27	26
	To	Wrightsboro Road		-37.77%	-33.33%	-40.00%	-42.22%
Category				SC	SC	SC	SC
Bobby Jones Expressway	From	Washington Road	Not Run Due to Construction				
	To	I-20					
Category							
Columbia Road	From	Washington Road	55	43	52	38	51
	To	Hereford Farm Road		-21.18%	-5.45%	-30.09%	-7.27%
Category				BC	ARC	SC	ARC
Flowing Wells Road	From	Wheeler Road	45	18	25	25	15
	To	Washington Road		-60.00%	-44.44%	-44.44%	-66.67%
Category				SC	SC	SC	SC
Old Evans Road	From	Bobby Jones Exprsway	45	28	30	24	29
	To	Washington Road		-37.78%	-33.33%	-46.67%	-35.55%
Category				SC	SC	SC	SC

RICHMOND COUNTY ROUTES



The average speed and deviation from the speed limit for the eleven (11) corridors located in Richmond County is summarized in Table 4.

1. ***13th Street (SR 4)/RA Dent Boulevard*** is a four-lane arterial urban principal / urban minor arterial that connects downtown Augusta and the mid-town medical complex with points to the north and south. Thirteenth Street is a principal route for commuters going to and from North Augusta, South Carolina. Predominant land uses along the corridor include commercial, industrial and institutional land uses. Based on the 2008 travel time survey, ***13th Street (SR 4)/RA Dent Boulevard*** was determined to be severely congested at all times. Heavy traffic volumes, left turn movements, the presence of an at-grade railroad crossing and long waits at major signalized intersection are some of the factors contributing to the congestion along the corridor.

2. ***Fifteenth Street*** is an urban principal / urban minor arterial extending from Reynolds Street on the north to Martin Luther King, Jr. Blvd. on the south. Fifteenth Street carries Georgia state route #4 between Walton Way and MLK, Jr. Blvd. Fifteenth Street is a principal route for workers and visitors going to and from downtown Augusta, the mid-town medical complex, Paine College and the Medical College of Georgia. Residential and institutional land uses predominate along the two-lane part of the corridor from Government Street to MLK, Jr. Blvd. Fifteenth Street has four travel lanes and a flush median turn lane from the CSX Railroad/Wrightsboro Road overpass north to the Butt Memorial Bridge. Commercial and institutional (Hospitals, MCG, Paine College) land uses characterize this part of the corridor. Fifteenth Street has four travel lanes from the Butt Bridge to Reynolds Street. Predominant land uses along the corridor include commercial, industrial and institutional land uses.

Based on the 2008 travel time survey, Fifteenth Street was determined to be severely congested at all times. Heavy traffic volumes, left turn movements, the presence of an at-grade railroad crossing and long waits at major signalized intersection are some of the factors contributing to the congestion along the corridor.

3. ***Greene Street*** is an urban principal / urban minor arterial that is a major route for workers and visitors going to and from downtown Augusta via the Calhoun Expressway. Greene Street carries Georgia state route #28 between the Calhoun Expressway and Fifth Street. Greene Street has four travel lanes separated by a landscaped median. Between the Calhoun Expressway and the Gordon Highway overpass, Greene Street is characterized by a mix of commercial, residential, commercial and professional office land uses. Residential land uses predominate in the area from the overpass to East Boundary.

Greene Street was determined to be seriously congested during the southbound AM run, at risk for congestion during the northbound AM run, borderline congested during the southbound PM run, and at risk for congestion during the northbound PM run.

4. ***Jackson Road/Walton Way Ext./Davis Road*** These three urban minor arterials form a corridor stretching from Washington Road on the north to Wrightsboro Road on the south. Jackson Road

has two-travel lanes and a flush median turn lane. Walton Way Ext. and Davis have four travel lanes and a flush median turn lane, though raised concrete medians are located on the section of Walton Way Ext. between Skinner Mill Road and Toucan Road. Left turn lanes are located at all major intersections along the corridor. Land uses range from predominantly residential along Jackson Road to a mix of commercial and professional office uses along Walton Way Ext. and Davis Road. Walton Way Ext. and Davis Road were the focus of a recent widening project. In addition, a half-diamond interchange was completed in early 2008 where Walton Way Ext. crosses Interstate 20.

Jackson Road/Walton Way Ext./Davis Road was determined to be borderline congested during the southbound AM run, marginally congested during the northbound AM run, seriously congested during the southbound PM run, and marginally congested during the northbound PM run. Factors contributing to the congestion include the presence of the Augusta Exchange shopping center adjacent to the corridor and high traffic volumes at major intersections.

5. ***Tobacco Road*** is a four-lane urban principal arterial, with a flush median turn lane, which extends from Augusta Regional Airport on the east to Fort Gordon's Gate #5 on the west. Land uses along the corridor include a mix of low-density residential subdivisions, apartment complexes, manufactured home parks, commercial establishments, industrial uses and institutional uses. Commercial uses are most concentrated at the intersections with Mike Padgett Highway (SR 56), Peach Orchard Road (US 25), Windsor Spring Road, Morgan Road and Deans Bridge Road (US 1). Residential uses are most concentrated in the area between Windsor Spring Road and Deans Bridge Road. Turn lanes are located at these major intersections.

Tobacco Road was determined to be seriously congested during the westbound AM run, borderline congested during the eastbound AM run, at risk for congestion during the westbound PM run, and borderline congested during the eastbound PM run. Factors contributing to the congestion include shoppers and commuters going to and from Fort Gordon and other businesses and institutions along the corridor.

6. **Walton Way Segment #1** is that part of Walton Way extending from Gordon Highway (US 78, US 1) on the east to Milledge Road on the west. The road is classified as an urban minor arterial, except that between 13th and 15th Streets it carries Georgia state route #4 and is classified as an urban principal arterial. The road has four travel lanes throughout, but the median varies from a landscaped median on the east end to a flush median between the 15th street and Heard Avenue segment of the corridor. Turn lanes are located at all major intersections. This segment of Walton Way is a major commuter route, especially for people going to the mid-town medical complex, Paine College and the Medical College of Georgia. There are also numerous businesses located along the corridor.

Walton Way Segment #1 was determined to be marginally congested during the westbound AM run, seriously congested during the eastbound AM run, and marginally congested during the westbound and eastbound PM runs. Factors contributing to the congestion include high traffic volumes, especially at major intersections and the presence of land uses (e.g. hospitals, colleges, professional offices, restaurants, etc.) that attract many trips.

7. **Walton Way Segment #2** includes that part of Walton Way from Milledge Road on the east to Bransford Road on the west. Between Milledge Road and Highland Avenue, this urban minor arterial has four narrow travel lanes. West of Highland Avenue it narrows to two travel lanes. Near Bransford Avenue a flush median turn lane is added to the road profile. Low density single family residences predominate along this section of Walton Way. The major trip generators include Augusta State University and two private schools. On weekdays Walton Way functions as a major east-west commuter route.

Walton Way Segment #2 was determined to be marginally congested during the westbound and eastbound AM runs, marginally congested during the westbound PM run, and seriously congested during the eastbound PM run. High traffic volumes and signalized intersections close to one another are a couple of factors contributing to the congestion.

8. **Washington Road** is an urban principal arterial and serves as a major east-west corridor connecting Columbia and Richmond Counties. The basic road profile is four travel lanes with a

flush median turn lane. Turn lanes are present at major intersections and at the Interstate 20 interchange.

The Richmond County segment of Washington Road extends from Pleasant Home Road on the west to the Calhoun Expressway on the east. Highway-oriented land uses, such as shopping centers, motels, restaurants and car dealerships, predominate along this part of the corridor. The Augusta National Golf Club also borders Washington Road. Washington Road carries Georgia State Route #28 from Fury's Ferry Road to the Calhoun Expressway.

The Richmond County segment of Washington Road was determined to be at risk for congestion during the westbound AM run, marginally congested during the eastbound AM run, seriously congested during the westbound PM run, and borderline congested during the eastbound PM run. Heavy traffic volumes, numerous cut cuts and the presence of many traffic generators are among the factors that contribute to congestion on the corridor.

9. ***Wheeler Road*** is an urban minor arterial with four travel lanes separated by a landscaped median. It is a major east-west connector between Columbia and Richmond Counties and thus attracts heavy commuter traffic volumes. Several major traffic generators are located along the Wheeler Road corridor, including Doctor's Hospital, Augusta Exchange Shopping Center, the Wilson Family YMCA and Regal Cinemas. Numerous other commercial establishments, professional offices and residential developments also are located along and near the corridor. Wheeler Road has several high-volume signalized intersections, including interchanges with both Interstate 20 and Interstate 520.

Based on the 2008 travel time survey, Wheeler Road was determined to be marginally congested during the westbound AM run, seriously congested during the eastbound AM run, seriously congested during the westbound PM run, and borderline congested during the eastbound PM run. The level of congestion reflects the combination of heavy commuter traffic and the presence of many traffic generators along and near this corridor.

10. Wrightsboro Road (Segment #2) – Wrightsboro is an urban principal arterial and serves as a major east-west corridor connecting Columbia and Richmond Counties. The segment of Wrightsboro Road between Highland Avenue and Jackson Road includes four travel lanes and a flush median turn lane. Turn lanes are present at major signalized intersections.

Commercial land uses predominate along this segment of Wrightsboro Road, though residential subdivisions, apartment complexes and the Augusta State University athletic complex also adjoin the corridor. Based on the 2008 travel time survey, Wrightsboro Road Segment #2 was determined to be at risk for congestion during the westbound AM run, not presently congested during the eastbound AM run, borderline congested during the westbound PM run, and at risk for congestion during the eastbound PM run. High traffic volumes, especially at the two major intersections, is a major factor contributing to the congestion. In addition, Wrightsboro Road narrows to two travel lanes east of the Highland Avenue intersection.

11. Wrightsboro Road Segment #1 (Saturday) – Wrightsboro Road is an urban principal arterial and serves as a major east-west corridor connecting Columbia and Richmond Counties. The segment of Wrightsboro Road between Jackson Road and Barton Chapel Road includes four travel lanes and a flush median turn lane. Turn lanes are present at major signalized intersections and the interchange with I-520 (Bobby Jones Expressway). Commercial land uses predominate along this part of the corridor especially in the vicinity of Augusta Mall.

In 2008, travel time surveys of this segment of Wrightsboro Road were conducted on Saturday afternoon. The survey results indicated that this segment of Wrightsboro Road is seriously congested at that time of day. High traffic volumes, the presence of Augusta Mall and other commercial establishments and the close proximity of signalized intersections are among the factors contributing to the congestion.

**TABLE 4
2008 RICHMOND COUNTY TRAVEL TIME SURVEY RESULTS**

Richmond County CMP Routes			Posted Speed MPH	Actual Speed (MPH)			
				% Deviation from Posted Speed Limit			
				<i>SB/WB AM</i>	<i>NB/EB AM</i>	<i>SB/WB PM</i>	<i>NB/EB PM</i>
13 Street/ RA Dent Boulevard	From	Reynolds Street	35	23	23	21	20
	To	Wrightsboro Road		-34.29%	-34.29%	-40.00%	-42.86%
		Category		SC	SC	SC	SC
Fifteenth Street	From	Reynolds Street	35	24	22	21	23
	To	MLK Boulevard		-31.43%	-37.14%	-40.00%	-34.29%
		Category		SC	SC	SC	SC
Greene Street	From	East Boundary Street	35	24	30	27	31
	To	12th Street		-31.43%	-14.29%	-22.86%	-11.43%
		Category		SC	ARC	BC	ARC
Jackson Road/Walton Way/Davis Road	From	Washington Road	40	32	28	24	29
	To	Wrightsboro Road		-20.00%	-30.00%	-40.00%	-27.50%
		Category		BC	MC	SC	MC
Tobacco Road	From	Deans Bridge Road	45	31	37	41	38
	To	Doug Barnard Parkway		-31.11%	-17.78%	-8.89%	-15.56%
		Category		SC	BC	ARC	BC
Walton Way Segment #1	From	Gordon Highway	35	26	21	25	26
	To	Milledge Road		-25.71%	-40.00%	-28.57%	-25.71%
		Category		MC	SC	MC	MC
Walton Way Segment #2	From	Milledge Road	35	26	25	25	22
	To	Bransford Road		-25.71%	-28.57%	-28.57%	-37.14%
		Category		MC	MC	MC	SC

TABLE 4 (Continued)
2008 RICHMOND COUNTY TRAVEL TIME SURVEY RESULTS

Richmond County CMP Routes			Posted Speed MPH	Actual Speed (MPH)			
				% Deviation from Posted Speed Limit			
				<i>SB/WB AM</i>	<i>NB/EB AM</i>	<i>SB/WB PM</i>	<i>NB/EB PM</i>
Washington Road	From	Pleasant Home Road	45	40	35	26	37
	To	John C. Calhoun Expwy		-11.11%	-22.22%	-42.22%	-17.77%
				ARC	MC	SC	BC
Wheeler Road	From	Flowing Wells Road	45	33	30	26	24
	To	Walton Way Extension		-26.67%	-33.33%	-42.22%	-46.67%
				MC	SC	SC	BC
Wrightsboro Road Segment #2	From	Jackson Road	35	39	35	29	34
	To	Highland Avenue		11.43%	0.00%	-17.14%	-2.86%
				ARC	NPC	BC	ARC
Wrightsboro Road Segment #1 (Saturday)	From	Barton Chapel Road	35/40/45	N/A	N/A	28	26
	To	Jackson Road				-30.00%	-35.00%
						SC	SC

STRATEGIES FOR CONGESTION RELIEF 1996-2008

Table 5 lists the congestion mitigation incorporated into the CMP work plan. As corridors or parts of corridors are identified as being seriously congested, a matrix is used to identify which mitigation strategies are most appropriate for each corridor. Table 6 applies these strategies to the seriously congested corridors in the study area.

Previous CMP reports also prompted a special study to examine congestion along Thirteenth and Fifteenth streets in the vicinity of the medical center in downtown Augusta. The three hospitals located in the medical center, University Hospital, the Veterans Affairs Medical Center and the Medical College of Georgia, participated in the study financially and by providing required information. Day Wilburn Associates, the consultants, completed the study in July 2000. This report suggested a number of improvements such as signalization, signage, parking, roadway improvements, intersection improvements, pedestrian and bike access, and transit improvements for this congested area. The improvements were recommended on a short, mid, and long range basis.

The CMP also fostered development of the Augusta Regional Advanced Transportation Management System (ATMS) Master Plan. Completed in the spring of 2002, the report outlines a phased, 20-year plan for implementing a regional Intelligent Transportation System (ITS). Major ITS components include regional transportation control centers in Augusta and Aiken, field equipment (fiber optic cable, traffic signal controller upgrades, CCTV cameras, radar speed /volume detectors, and dynamic message signs), and deployment of GDOT Highway Emergency Response Operators (HERO) and SCDOT State Highway Emergency Program (SHEP) units on area freeways. The plan was developed with input from many stakeholders, and a separate Technical Memorandum includes the specifications for the regional ITS architecture. The ATMS Plan was developed by P B Farradyne, Incorporated, in cooperation with Gresham/Smith Partners and Manual Padron Associates. The ARTS TIP includes three ITS projects, including equipping the planned Augusta Transportation Control Center.

TABLE 5
CONGESTION MITIGATION STRATEGIES

As a part of the ongoing transportation planning process, ARTS has incorporated the congestion mitigation strategies listed below into the CMP work plan. As corridors or parts of corridors are identified as being seriously congested, a matrix is used to identify which mitigation strategies are most appropriate for each corridor. Note that the strategies in **bold print** are felt to have either limited or no applicability in the ARTS area at this time.

1. Transportation demand management measures such as, carpooling, van pooling, alternative work hours, telecommuting, and parking management;
2. Traffic operation improvements such as, intersection and roadway widening, alternate route development, channelization, traffic surveillance and control systems, motorist information systems, ramp metering, traffic control centers, and computerized signal systems;
3. Measures to encourage high occupancy vehicle (HOV) use such as, HOV lanes, HOV by-pass lanes, guaranteed ride home programs, and employer trip reduction ordinances;
4. Public transit capital improvements such as exclusive rights of way, bus by-pass ramps, park and ride and mode change facilities, and Para transit services;
5. Public transit operational improvements such as, service enhancement or expansion, traffic signal preemption, fare reductions, and transit information systems;
6. Measures to encourage the use of nontraditional modes such as bicycle facilities, pedestrian facilities, and ferry systems;
- 7. Congestion pricing;**^A This concept, also known as value pricing or peak-period pricing, involves charging relatively higher prices for travel during peak periods. Fees are typically assessed electronically to eliminate delays associated with manual toll collection facilities.
8. Growth management and activity center strategies;
9. Access management techniques; Access Management is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. Good access management promotes safe and efficient use of the transportation network. Access Management encompasses a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways.
- 10. Incident management;**^B Traffic Incident Management is a planned and coordinated process to detect, respond to, and remove traffic incidents and restore traffic capacity as safely and quickly as possible. This coordinated process involves a number of public and private sector partners, including: Law Enforcement, Fire and Rescue, Emergency Medical Services, Transportation, Public Safety Communications, Emergency Management, Towing and Recovery, Hazardous Materials Contractors, and Traffic Information Media.
- 11. Intelligent vehicle transportation system technologies;**^B and
12. The addition of general purpose lanes (also covered by road widening in Strategy #2).

^A Congestion Pricing is not applicable in the ARTS area in the foreseeable future.

^B Incident Management and Intelligent Vehicle Transportation System Technologies will be available at the time of establishment of an Intelligent Transportation System (ITS) in the ARTS area. The availability of the necessary technology is required for these two strategies to be feasible

TABLE 6
2008 STRATEGY MATRIX

FOR EACH ROAD PLEASE INDICATE THE APPROPRIATENESS OF EACH STRATEGY BY INSERTING "Y" FOR YES, "N" FOR NO, OR "U" FOR UNDECIDED/DO NOT KNOW
DESCRIPTIONS OF STRATEGIES ARE ON THE CONGESTION MITIGATION STRATEGY SHEET

ROAD	TERMINI	STRATEGY											
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
AIKEN COUNTY													
SC 118	SC 302 (Wagener) to Silver Bluff Road	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Clearwater Road	US 25 to US 1	(Runs not conducted due to five-lane construction)											
Ricland Avenue (Noon time Only)	Vaocluse Road to Bearfort Street	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Knox Avenue	Martintown Road to Georgia Avenue	Y	N	N	Y	Y	N	Y	Y	N	N	Y	Y
Silver Bluff Road	Whiskey Road to Savannah Drive	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
US 1 / US 78	Martintown Road to SC 118	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Whiskey Road	Richland Avenue to Powderhouse Road	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
COLUMBIA COUNTY													
SR223	Wrightsboro Road/Gordon Highway	Y	Y	N	N	N	N	N	Y	Y	Y	U	N
Baston Road	Fury's Ferry Road/Washington Road	Y	Y	N	N	N	N	N	Y	Y	Y	U	N
Belair Road	Washington Road/ Wrightsboro Road	Y	Y	N	N	N	N	N	Y	Y	Y	U	N
Bobby Jones Expressway	Washington Road/I-20	Y	Y	N	N	N	N	N	Y	N	Y	U	N
Columbia Road	Washington Road/Hereford Farm Road	Y	Y	N	N	N	N	N	Y	Y	Y	U	N
Flowing Wells Road	Wheeler Road/Washington Road	Y	Y	N	N	N	N	N	Y	Y	Y	U	N
Old Evans Road	Bobby Jones Exprway/Washington Road	Y	Y	N	N	N	N	N	Y	Y	Y	U	N
RICHMOND COUNTY													
13th Street/RA Dent Boulevard	Reynolds Street/Wrightsboro Road	N	N	N	N	N	N	N	Y	Y	Y	U	N
15th Street	Reynolds Street/MLK Boulevard	Y	Y	N	N	N	Y	N	Y	Y	Y	U	N
Greene Street	East Boundary Street/12th Street	N	N	N	N	N	N	N	Y	Y	Y	U	N
Jackson Rd./Walton Way/Davis Rd.	Washington Road/Wrightsboro Road	Y	Y	N	N	N	Y	N	Y	Y	Y	U	N
Tobacco Road	Deans Bridge Road/Doug Barnard Parkway	N	N	N	N	N	N	N	Y	Y	Y	U	N
Walton Way Segment #1	Gordon Highway/Milledge Road	N	N	N	N	N	N	N	Y	Y	Y	U	N
Walton Way Segment #2	Milledge Road/Bransford Road	Y	Y	N	N	N	N	N	Y	Y	Y	U	N
Washington Road	Pleasant Home Road/John C. Calhoun	Y	Y	N	N	N	N	N	Y	Y	Y	U	N
Wheeler Road	Flowing WellsRoad/Walton Way Ext.	Y	Y	N	N	N	N	N	Y	Y	Y	U	N
Wrightsboro Road Segment #2	Jackson Road/Highland Avenue	N	N	N	N	N	N	N	Y	Y	Y	U	N
Wrightsboro Road Segment #1(Sat.)	Barton Chapel Road/Jackson Road	Y	Y	N	N	N	N	N	Y	Y	Y	U	N

ARTS CONGESTION MITIGATION STRATEGIES AND PROJECTS

While the primary purpose of developing the strategy matrix is to examine the conditions, and suggested and planned improvements on roadways designated seriously congested, it serves a secondary purpose of identifying all congestion related improvements occurring in the study area. Of the strategies listed in Table 5 some have more potential than others at relieving congestion. The 2008 strategy matrix was developed to identify appropriate strategies for relieving congestion on each corridor in the study. A congestion mitigation strategy table was developed for each corridor studied (see Tables 7, 8, 9). The mitigation strategies establish viable options and agencies responsible for implementing measures to relieve congestion on these thoroughfares and aggressively target these corridors before they become more congested.

Mitigation strategies are the basis for developing roadway improvements. Projects can be planned for roadways and corridors without mitigation projects, through the ARTS Transportation Improvement Program (TIP) including the Tier 2 document, the Aiken, Columbia and Richmond County Special 1% Sales Tax Projects Construction Work Programs, or the Long Range Transportation Plan. Projects in the ARTS Transportation Improvement Program (TIP) and Tier 2 documents are considered active development projects. Tables for the years 1996-2008 are located in Appendix C. Tables that follow this section list all existing and planned projects along the CMP corridors studied.

2008 Corridor Projects:

Table 7 – Aiken County Congestion Mitigation Projects

Table 8 – Columbia County Congestion Mitigation Projects

Table 9 – Richmond County Congestion Mitigation Projects

TABLE 7
AIKEN COUNTY
2008 CONGESTION MITIGATION PROJECTS

STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
<i>BETTIS ACADEMY ROAD - FIELDS CEMETERY (I-20) TO ASCAGUA LAKE RD.</i>				
#2 Operation Improvements	Bettis Academy Road	Dedicated turn lanes are being considered as part of a proposed new housing development.	SCDOT	FY 2008
<i>BUENA VISTA AVENUE - GEORGIA TO MARTINTOWN RD.</i>				
#2 Operation Improvements	East Buena Vista Avenue	Scope has been amended, whereas a segment of E Buena Vista is now combined with a segment of Atomic Rd and one purpose and need established. E Buena Vista segment from Brookside Ave to Barton Rd will be three lanes with curb, gutter, sidewalk and center median through a portion of the alignment. Atomic Rd segment from E Buena Vista to Martintown Rd will be two lanes with turn lanes at E Buena Vista and Martintown Road and curb, gutter, sidewalk, and storm drainage. Atomic Rd segment from Martintown Rd to Old Edgefield Rd will be three or possibly five lanes with curb, gutter, sidewalk and storm drainage. For the Atomic Rd segment, the Advanced Project Planning Report was completed for the widening project in February 2007 (as referenced in the 2007 report.)	SCDOT	Listed as Priority # 5 in the FY 2008 - 2011 TIP. Was programmed for ROW acquisition in FY 2007 but has still not been obtained to date. Project has been recommended for funding from the proposed Economic Stimulus Bill package (2009).
<i>CLEARWATER ROAD - US 25 TO US 1</i>				
#2 Operation Improvements	Clearwater Road	The area near the interchange is currently under construction and being widened as part of the project. The remainder of the route from the I-520 interchange to US 1 has been recommended for widening to 5 lanes to accommodate increased traffic.	SCDOT	Construction near the interchange is underway. The SC SIB granted \$18 million in additional funds toward the Interchange project. These funds would allow for the completion of project scope items that were deleted due to the insufficiency of funds when the project was let. These items to be included would be the 5-lane widening of Belvedere Clearwater Rd in lieu of the current 3-lane widening from approx. 800 feet beyond Old Sudlow Lake Rd extending to the existing 5-lane section of Belvedere Clearwater Rd, the multi-use path, US 25 route widening and the I-20 / US 25 interchange. Final approval of the additional funds has been granted by the Joint Bond Committee, and the Commission has approved the addition of the remaining work items. The remainder of the route from the I-520 interchange to US 1, which has been proposed for widening to 5 lanes, has been recommended for funding for the

TABLE 7
AIKEN COUNTY
2008 CONGESTION MITIGATION PROJECTS

STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
<i>DOUGHERTY ROAD - CONNECTION TO PAWNEE.</i>				
#2 Operation Improvements	Dougherty Road connection to Pawnee	New road connecting Pawnee to Nielson, paving and improve Neilson and widening of Dougherty Road.	SCDOT, City of Aiken	Project is listed on the amended 2030 LRTP in 2008 and in the SIB application. Project has been recommended for funding from the proposed Economic Stimulus Bill Package (2009).
<i>GEORGIA AVENUE - SAVANNAH RIVER TO I-20</i>				
#2 Operation Improvements	Georgia Avenue Extension	Phase 1 of access improvements for the North Augusta riverfront projects including the extension of Georgia Avenue to the Savannah River.	SCDOT	NTP was issued on May 8, 2007 and construction began May 28. The project was completed in November 2008. There are some utility negotiations ongoing with SCE&G and AT&T for additional utility service for the area. These utilities should be at no cost to the project, and it is anticipated that no additional time to the contract will be required to resolve the issues.
<i>SC 19 / LAURENS STREET - SOUTH BOUNDARY TO I-20</i>				
#2 Operation Improvements	SC 19	Consider adding the route to the Highway Corridor Overlay District. Widen SC 19 from Hampton Drive to Shiloh Church Rd to 4 lanes.	SCDOT, City of Aiken	Segment from Hampton Ave to I-20 is listed as Priority #9 in the FY 2008 - 2011 TIP. Segment from I-20 to Shiloh Church Rd is listed as Project #15 in the 2030 LRTP.
<i>RICHLAND AVENUE - VAUCLUSE TO BEAUFORT ST.</i>				
#2 Operation Improvements	Richland Avenue	Consider adding the route to the Highway Corridor Overlay District in FY 2008.	SCDOT	FY 2008
<i>SILVER BLUFF ROAD - WHISKEY RD. TO SAVANNAH DR.</i>				
#2 Intersection Improvements	Silver Bluff Road	Widen 0.50 mile of SC 302 from Indian Creek Trail to Richardson's Lake Road to include wider 2 lanes and dedicated turn lanes at intersections.	SCDOT	Listed as Priority # 6 in the FY 2008 - 2011 TIP. Was programmed for ROW acquisition in FY 2007 & FY 2008. SCDOT provided conceptual drawings to City of Aiken in Fall 2008. "Purpose and need" was amended in 2008 and a public hearing is anticipated Spring 2009. Project has been recommended for funding from the proposed Economic Stimulus Bill Package (2009).
<i>SC 118 (HITCHCOCK PKWY) FROM US 1/US 78 TO SILVER BLUFF RD.</i>				
#2 Operation Improvements	SC 118	Widen to 4 lanes. Installed turn lanes to accommodate large developments along the corridor. Consider adding the route to the Highway Corridor Overlay District in FY 2008.	SCDOT	Listed as Priority #8 in the FY 2008-2011 TIP. The Advanced Project Planning Report was completed November 2006. The next step would be P/E which includes the Environmental Impact Statement and identifies any ROW needs. Project has been recommended for funding from the proposed Economic Stimulus Bill Package (2009).

**TABLE 7
AIKEN COUNTY
2008 CONGESTION MITIGATION PROJECTS**

STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
SC 118 (UNIVERSITY PKWY/ROBERT M. BELL PKWY) FROM SC 19 TO US 1/US 78.				
#2 Operation Improvements	SC 118	Widen to 4 lanes. Installed turn lanes to accommodate the University of South Carolina Aikens's Convocation Center and baseball stadium . Consider adding ther route to the Highway Corridor Overlay District in FY 2008.	SCDOT	FY 2008: Project has been recommended for funding from the proposed Economic Stimulus Bill Package (2009). Listed on the amended 2030 LRTP in 2008 and in the SIB application.
US 1 NORTH- RICHLAND AVENUE TO I-20				
#2 Operation Improvements	US 1 North	Consider adding the route to the Highway Corridor Overlay District in FY 2008.	SCDOT	FY 2008
US 1 / 78 - PINE LOG RD. TO MARTINTOWN RD.				
#2 Operation Improvements	US 1 / US 78 (Jefferson Davis Highway)	Consider adding the remainder of the route to the Highway Corridor Overlay District in FY 2008.	SCDOT	The idea of a corridor study has been brought up (in January 2009) for Aiken County to consider for FY 2010.
WHISKEY ROAD - SILVERBLUFF RD CONNECTOR.				
#2 Operation Improvements	Whiskey Road/Silver Bluff Connector Road	The Whiskey Road/Silver Bluff Connector Road study is complete, and Aiken County conducted an engineering study for the selected route (Chime Bell Church Rd and Anderson Pond Rd). Project will be in four phases.	SCDOT, City of Aiken, Aiken County	Construction began March 2008 and completed Summer 2008 only on Phase 1 of 4 which included 1.4 miles of Anderson Pond improvements. Aiken County placed an overlay district with access management on Whiskey Road in June 2007.
WHISKEY ROAD - RICHLAND AVE. TO POWDERHOUSE RD.				
#2 Operation Improvements	Whiskey Road/Powderhouse Connector Road	The Whiskey Road/Powderhouse Connector Road study is complete, and a preferred route (Alternate 8A map) was selected.	SCDOT, City of Aiken, Aiken County	Listed on the amended 2030 LRTP in 2008 and in the SIB application. Aiken County placed an overlay district with access management on Whiskey Road in June 2007.
US-78 (CHARLESTON HWY) FROM EAST PINE LOG RD TO OLD DIBBLE RD.				
#2 Operation Improvements	US 78 (Charleston Highway)	Widen to 4 lanes	SCDOT, Aiken County	Project is shovel ready and has been recommended for funding from the proposed Economic Stimulus Bill Package (2009).

**TABLE 8
COLUMBIA COUNTY
2008 CONGESTION MITIGATION PROJECTS**

STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
SR223-WRIGHTSBORO ROAD TO GORDON HIGHWAY				
No projects scheduled at this time.				
BASTON ROAD- FURY'S FERRY ROAD TO WASHINGTON ROAD				
#2 Operation Improvements	Baston Road @ Old Petersburg Road	Removed traffic signal at the intersection from coordination plan along Washington Road corridor.	GDOT	Intersection is currently operating under free (isolated) conditions.
BELAIR ROAD - WASHINGTON ROAD TO WRIGHTSBORO ROAD				
#2 Operation Improvements	SR 383 Signal Upgrade	Replaced and/or upgraded signal equipment at eight intersections along the SR 383 corridor in Columbia County, to include new cabinets w/accessories and new detection equipment, consisting of a mix of video and inductance loop detection.	GDOT	Completed FY 2008-2009
BOBBY JONES EXPRESSWAY - WASHINGTON ROAD TO I-20				
#2 Operation Improvements	I-20 @ I-520 Interchange	Reconstruct interstate interchange. Project includes a new grade-separated interchange at Scott Nixon Dr. and I-520	GDOT	Project under construction.
COLUMBIA ROAD-WASHINGTON ROAD TO HEREFORD FARM ROAD				
#2 Operation Improvements	Columbia Road (SR 232)	Widen to four lanes with turn lanes as needed from Crawford creek to CR 223.	GDOT, Columbia County	\$1,027,000 programmed for ROW acquisition in FY 2008.
FLOWING WELLS ROAD - WHEELER ROAD TO WASHINGTON ROAD				
#2 Operation Improvements	Flowing Wells Rd.	Widen to four lanes with concrete median from Wheeler Rd. to Washington Rd.	GDOT, Columbia County	Currently on hold. Columbia County is proposing upgrading three intersections along Flowing Wells (Pleasant Home Rd., Columbia Rd., and Wheeler/Mason Mcknight) to include turn lanes. Columbia county has requested permission GDOT to upgrade these intersections and monitor the entire corridor until the interstate work had been completed. The corridor will then be evaluated to determine the best course of action for improving Flowing Wells Road.

**TABLE 8
COLUMBIA COUNTY
2008 CONGESTION MITIGATION PROJECTS**

<i>OLD EVANS ROAD - BOBBY JONES EXPRESSWAY TO WASHINGTON ROAD</i>				
#2 Operation Improvements	Washington Road	Addition of a traffic signal for the new Home Depot site in Evans.	Developer	Installed 2007
#2 Operation Improvements	Old Petersburg Road	Road will be widened to match existing Riverwatch Parkway from Baston Road and ti will tie into the intersection of Town Center Drive and Washington Road. Right of way is in progress now.	GDOT	Construction tentively scheduled for February 2010.
<i>WASHINGTON ROAD - HARDY MCMANUS TO PLEASANT HOME ROAD</i>				
#2 Operation Improvements	Washington Road	Columbia County is in the process of designing a five lane section from Gibbs Road to William Few Parkway. Columbia County will have full responsibility. No other section of Washington Road is being modified at this time. In the process of acquiring a consultant for this project.	Columbia County	SPLOST Funds allocation. Construction to begin 2011.
<i>OLD EVANS ROAD - BOBBY JONES EXPRESSWAY TO WASHINGTON ROAD</i>				
#2 Operation Improvements	Old Evans Road	Wrightsboro Road from Lewiston Road (SR 388) to Jimmie Dyess Parkway (SR 383). This will widen to a 5 lane section.	GDOT	Long Range

**TABLE 9
RICHMOND COUNTY
2008 CONGESTION MITIGATION PROJECTS**

STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
13TH STREET/RA DENT BOULEVARD - REYNOLDS STREET TO WRIGHTSBORO ROAD				
No projects scheduled at this time.				
15TH STREET - REYNOLDS STREET TO MLK BOULEVARD				
#2 Operation Improvements	Fifteenth St. @ Central Ave. Intersection Improvements	Intersection improvements and traffic signal installation.	GDOT, Augusta-Richmond County	Programmed for construction during FY 2008
#2 Operation Improvements	Fifteenth Street/ SR 4	Widen to four lanes/six lanes, with turn lanes as needed, from Milledgeville Road to Government street.	GDOT, Augusta-Richmond County	\$5,000,000 programmed for ROW acquisition in FY 2008
#2 Operation Improvements	St. Sebastian Way/Greene Street Extension	Modifications and additions to streets, railroad and related improvements in the vicinity of the grade crossing of the CSX Railroad and Fifteenth Street.	GDOT, Augusta-Richmond County	Programmed for construction during FY 2008.
#6 Encourage Non-traditional Transportation Modes	St. Sebastian Way/Greene Street Extension	The road widening and extension project includes bicycle and pedestrian improvements connecting the medical complex to the Augusta Canal multi-use trail.	GDOT, Augusta-Richmond County	Programmed for Construction during FY 2008.
GREEN STREET - EAST BOUNDARY STREET TO 12TH STREET				
No projects scheduled at this time.				
JACKSON ROAD/WALTON WAY EXT./DAVIS ROAD - WASHINGTON ROAD TO WRIGHTSBORO ROAD				
#2 Operation Improvements #6 Encourage Non-Traditional Transportation Modes	Davis Road/Walton Way Ext. Widening Project	Widen to four lanes with turn lanes as needed, from Skinner Mill Rd. to Washington Road. Includes 1/2 diamond interchange at I-20 and intersection improvements at Washinton Road, Pleasant Home Road, and Robert C. Daniel Pkwy. Improvements include bicycle and pedestrian facilities.	GDOT	Project under construction and scheduled for completion by January 2008.
TOBACCO ROAD - DEANS BRIDGE ROAD TO DOUG BARNARD PARKWAY				
No projects scheduled at this time.				
WALTON WAY SEGMENT #1 - GORDON HIGHWAY TO MILLEDGE ROAD				
No projects scheduled at this time.				
WALTON WAY SEGMENT #2 - MILLEDGE ROAD TO BRANSFORD ROAD				
No projects scheduled at this time.				

**TABLE 9
RICHMOND COUNTY
2008 CONGESTION**

WASHINGTON ROAD - PLEASANT HOME ROAD TO JOHN C. CALHOUN EXPRESSWAY				
#2 Operation Improvements	Washington Road Intersection Improvements	Improvements on Washington Road at Boy Scout Rd. Center West Parkway	Augusta-Richmond County	Project scheduled to be let in late 2007.
#2 Operation Improvements	Washington Road Signal Upgrades	Signal Upgrade, fiber optic interconnect, and signal timing upgrades between Woodbine Road and Furys Ferry Road	GDOT	Project completed in April 2009
WHEELER ROAD - FLOWING WELLS ROAD TO WALTON WAY EXTENSION				
#2 Operation Improvements	I-20 @ I-520 Interchange	Reconstruct interstate interchange including the additon of collector-distributor lanes along eastbound and westbound I-520	GDOT	Project under construction.
WRIGHTSBORO ROAD SEGMENT #2 - JACKSON ROAD TO HIGHLAND AVENUE				
No projects scheduled at this time.				
WRIGHTSBORO ROAD SEGMENT #1 - BARTON CHAPEL ROAD TO JACKSON ROAD				
#2 Operation Improvements	Wrightsboro Road between I-520 and Jimmy Dyess Parkway	Widening to four lanes with left-turn lanes where needed. Project also includes realigning Barton Chapel Road to Augusta West Parkway and installation of traffic signal at Belair Road.	GDOT, Augusta-Richmond County	80% of Right-of-Way Acquired; project is in GDOT Long Range Plan
#2 Operation Improvements	Wrightsboro Road between I-520 and Marks Church Road	Signal upgrades and turn lane additions	Augusta-Richmond County	Design work is being revised. Project should be under construction in 2010.

SUMMARY OF RESULTS AND FUTURE SCHEDULE

The ARTS Congestion Management System (now CMP) has been in use since 1995. Based on the CMP, congestion mitigation strategies have been developed and several of the strategies have been implemented. The CMP process is changing as the staff gains more experience with the process. For example, two Saturday routes were added to the study to monitor congestion on busy weekend corridors. Wrightsboro Road was divided into three segments in 1998 to address the differences in roadway type and traffic generators along the corridor. Walton Way was divided into two segments to address different land uses and traffic generators along the corridors. In 1999, Aiken County expanded the CMP data collection corridors to study congestion during school release periods along Pine Log Road and Dougherty Road. That same year Richland Avenue was added to measure congestion during the noon hour. In 2004, the Old Evans Road corridor extent was changed to Washington Road from Belair Road.

GDOT is in the process of expanding the ITS program throughout the State of Georgia. Augusta is one of the locations in Georgia where ITS is being considered as a congestion mitigation strategy. Augusta has experienced the benefits of ITS through the Mobile ITS used during the Masters Tournaments since 1998. The congestion relief brought about by the use of the Mobile ITS has been very promising. Cameras have been installed at J.C. Calhoun Expressway and 15th Street. Traffic signals are being installed, timed, and coordinated to manage congestion. These improvements will be tied into the Traffic Control Center (TCC) when it is constructed. Intersection improvements, such as the addition of left and right turn lanes, are aiding in congestion relief throughout the ARTS area. Documents such as the Intersection Accident Analysis and the Congestion Management System are readily available to assist county officials and engineers in developing management strategies.

A summary of the performance categories of each of the corridors studied this year and the past few years is found in Tables 11-13. Tables 1 and 10 contain the ARTS CMP corridor classification criteria. Some roads have more than one classification, according to the time of day and direction. For example, in 2007 Aiken's Dougherty Road was designated as BC-WBAM; NPC-EBAM; SC-WBPM; SC-EBPM. Using the information in Table 10, this means that Dougherty Road was "Severely Congested" in the evening in both directions. It was "Borderline Congested" going westbound in the morning, and "Not Presently

Congestion” in the morning going eastbound. It is important to make this distinction because improvements may only be needed on one side of the road or to accommodate heavy traffic at a particular time of the day. The data provided in these tables will be useful in completing Task 6 which involves developing a process to evaluate the CMP and ISTEAs management. A schedule outlining the corridors to be run in future years is also included in the tables. The following information is helpful when examining the results and future schedule tables.

Table 10
ARTS CMP RUN SCHEDULE

Classification	Description	Schedule
Not Presently Congested (NPC)	> = Posted Speed Limit.	Every 5 Years
At Risk of Congestion (ARC)	1% - 15% below the Posted Speed Limit.	Every 4 Years
Borderline Congested (BC)	15% to 25% below the Posted Speed Limit.	Every 3 Years
Marginally Congested (MC)	25% to 30% below the Posted Speed Limit.	Every 2 Years
Seriously Congested (SC)	> 30% below the Posted Speed Limit.	Every Year

In 2001, changes were made to the CMP run schedule that resulted in the addition of the Borderline Congested (BC) category and the redefinition of the Not Presently Congested (NPC) category. Under the new definition, Not Presently Congested applies to corridors whose average speed is equal to or above the posted speed limit. Previously, these roads would have been classified in the same category as roads with speeds up to 15% slower than the posted speed limit. Roads that are not presently congested will be studied every five years instead of every three years (as they were in the past). By studying these roads less frequently, the ARTS staff and area engineers can focus more of their time on studying and creating strategies to alleviate congestion on roads that are actually congested. Therefore a road that was “Not Presently Congested” in 2000 may have a different description in 2001 due to the changes in the run schedule table.

In addition to adding the Borderline Congested (BC) category, the schedule for studying corridors was altered in 2001. Seriously congested (SC) roads will continue to be studied

every year, marginally congested (MC) roads every two years, borderline congested (BC) roads every three years, roads at risk of congestion (ARC) every four years, and roads not presently congested (NPC) will be studied every five years. This will also help ARTS staff and area engineers focus their time and efforts on the more congested roads as they are studied more frequently than less congested roads. No roads have been deleted from the CMP.

It is important to note these changes when comparing 2001 road designations to those studied in previous years. For example, roads designated ARC in 2001 have different speed limits deviation criteria than in 2000 or earlier. Roads with split category classifications will follow the schedule with the more congested designation. Example: a road with 2 ARC periods and 2 MC periods would follow the MC schedule and be run every other year. In the event that a corridor has three or four designations, the ARTS staff and area engineers will determine how often it shall be studied.

Table 11
ARTS Congestion Management System Classifications and Future Schedule
Aiken County

Aiken County CMP Routes			2006	2007	2008	2009	2010	2011	2012	2013
Bettis Academy	From To	Ascagua Lake Road Fields Cemetery				DUE				DUE
Dougherty Road	From To	Whiskey Road Silver Bluff Road	BC-WBAM ARC-EBAM MC-WBPM SC-EBPM	BC-WBAM NPC-EBAM SC-WBPM SC-EBPM			DUE			DUE
Dougherty Road 3:00 PM	From To	Whiskey Road Silver Bluff Road				DUE				
Laurens Street / SC 19	From To	South Boundary I-20	SC at all times	NPC at all times					DUE	
Pine Log Road	From To	US 78 Silver Bluff Road (Eastern End)	ARC-WBAM ARC-EBAM ARC-WBPM BC-EBPM				DUE			
Pine Log Road 3:15 PM	From To	US 78 Silver Bluff Road (Eastern End)					DUE			
Richland Avenue 12:00 PM	From To	Vaucluse Road Beaufort Street	SC at all times		SC- EB NOON MC- WB NOON		DUE			
SC 118	From To	US 78 Silver Bluff Road			ARC at all times				DUE	
Silver Bluff Road	From To	Whiskey Road Savannah Drive	MC-SBAM SC-NBAM SC-SBPM SC-NBPM	ARC-SBAM SC-NBAM SC-SBPM SC-NBPM	SC at all times	DUE	DUE	DUE	DUE	DUE
US1	From To	York Street I-20	NPC-SBAM NPC-NBAM ARC-SBPM NPC-NBPM					DUE		
US 1 / US 78	From To	Martintown Road Pine Log Road			SC at all times	DUE	DUE	DUE	DUE	DUE
Whiskey Road	From To	Richland Avenue Powderhouse Road	BC-SBAM SC-NBAM SC-SBPM SC-NBPM	BC-SBAM BC-NBAM SC-SBPM MC-NBPM	BC- SB AM MC- NB AM SC- SB PM MC- NB PM	DUE	DUE	DUE	DUE	DUE

WBAM – Westbound AM Peak
 WBPM – Westbound PM Peak
 EBAM – Eastbound AM Peak
 EBPM – Eastbound PM Peak
 SBAM – Southbound AM Peak
 SBPM – Southbound PM Peak
 NBAM – Northbound AM Peak
 NBPM – Northbound PM Peak
 DUE/Construction – Roadway was not run because it was under construction at the time of the study.

**Table 11
ARTS Congestion Management System Classifications and Future Schedule
Aiken County**

North Augusta CMP Routes			2006	2007	2008	2009	2010	2011	2012	2013
Atomic Road	From To	Buena Vista Avenue Silver Bluff Road	NPC at all times					DUE		
Buena Vista Avenue	From To	Martintown Road Georgia Avenue	ARC-WBAM MC-EBAM BC-WBPM BC-EBPM			DUE			DUE	
Clearwater Road	From To	US 25 US 1			DUE/CONSTRUCTION			DUE		
Georgia Avenue	From To	Savannah River I-20		BC-SBAM BC-NBAM ARC-SBPM BC-NBPM			DUE			DUE
Knox Avenue	From To	Martintown Road Georgia Avenue			SC-SBAM BC-NB AM MC-SBPM SC-NBPM	DUE	DUE	DUE	DUE	DUE
Martintown Road	From To	Jeff Davis/US 1 I-20		ARC-WBAM ARC-EBAM BC-WBPM BC-EBPM			DUE			DUE

WBAM – Westbound AM Peak

SBAM – Southbound AM Peak

WBPM – Westbound PM Peak

SBPM – Southbound PM Peak

EBAM – Eastbound AM Peak

NBAM – Northbound AM Peak

EBPM- Eastbound PM Peak

NBPM – Northbound PM Peak

Due/Construction – Roadway was not run because it was under construction at the time of the study.

**Table 12
ARTS Congestion Management System Classifications and Future Schedule
Columbia County**

Columbia County CMP Routes			2006	2007	2008	2009	2010	2011	2012	2013
I-20	From To	Etchee Creek Columbia/Richmond County Line	NPC at all times					DUE		
SR 223	From To	Wrightsboro Road Gordon Highway			MC-WBAM SC-EBAM SC-WBPM SC-EBPM	DUE	DUE	DUE	DUE	DUE
Baston Road	From To	Fury's Ferry Road Washington Road			MC-WBAM SC-EBAM MC-WBPM SC-EBPM	DUE	DUE	DUE	DUE	DUE
Belair Road	From To	Washington Road Wrightsboro Road			SC-WBAM SC-EBAM SC-WBPM SC-EBPM	DUE	DUE	DUE	DUE	DUE
Bobby Jones Expressway	From To	Washington Road I-20		SC-WBAM BC-EBAM SC-WBPM SC-EBPM	Due/Construction	Due/Construction				
Columbia Road	From To	Washington Road Hereford Farm Road			BC-WBAM ARC-EBAM SC-WBPM ARC-EBPM				DUE	
Evans-to-Locks Road	From To	Stevens Creek Road Washington Road		SC-WBAM SC-EBAM MC-WBPM BC-EBPM		DUE				
Flowing Wells Road	From To	Wheeler Road Washington Road		SC at all times	SC-WBAM SC-EBAM SC-WBPM SC-EBPM	DUE	DUE	DUE	DUE	DUE
Fury's Ferry Road	From To	Savannah River Washington Road		SC-SBAM BC-NBAM BC-SBPM BC-NBPM			DUE			
Old Evans Road	From To	Bobby Jones Washington Road			SC-WBAM SC-EBAM SC-WBPM SC-EBPM	DUE	DUE	DUE	DUE	DUE

WBAM – Westbound AM Peak SBAM – Southbound AM Peak
 WBPM – Westbound PM Peak SBPM – Southbound PM Peak
 EBAM – Eastbound AM Peak NBAM – Northbound AM Peak
 EBPM – Eastbound PM Peak NBPM – Northbound PM Peak

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Table 12
ARTS Congestion Management System Classifications and Future Schedule
Columbia County

Columbia County CMP Routes		2006	2007	2008	2009	2010	2011	2012	2013
Old Petersburg Road	From To	Riverwatch Parkway Old Evans Road		SC-WBAM SC-EBAM MC-WBPM MC-EBPM		DUE			
Washington Road	From To	Hardy McManus Road Pleasant Home Road	MC-WBAM ARC-EBAM MC-WBPM BC-EBPM			DUE			
Wrightsboro Road	From To	Barton Chapel Road Robinson Avenue				DUE			

WBAM – Westbound AM Peak SBAM – Southbound AM Peak
 WBPM – Westbound PM Peak SBPM – Southbound PM Peak
 EBAM – Eastbound AM Peak NBAM – Northbound AM Peak
 EBPM – Eastbound PM Peak NBPM – Northbound PM Peak

Due/Construction – Roadway was not run because it was under construction at the time of the study.

**Table 13
ARTS Congestion Management Process Classifications and Future Schedule
Richmond County**

Richmond County CMP Routes			2006	2007	2008	2009	2010	2011	2012	2013
I-20	From To	Richmond Co. Line River Watch Pkwy	NPC at all times					DUE		
I-520	From To	I-20 Laney Walker Blvd.				Due/Construction				
13th Street/RA Dent Boulevard	From To	Reynolds Street Wrightsboro Road			SC-SBAM SC-NBAM SC-SBPM SC-NBPM	DUE	DUE	DUE	DUE	DUE
15th Street	From To	Reynolds Street Wrightsboro Road		SC-SBAM SC-NBAM SC-SBPM MC-NBPM	SC-SBAM SC-NBAM SC-SBPM SC-NBPM	DUE	DUE	DUE	DUE	DUE
SR 56/Mike Padgett Hwy	From To	Lumpkin Road SR 56 Loop	ARC-SBAM NPC-NBAM NPC-SBPM ARC-NBPM					DUE		
Deans Bridge Road	From To	MLK Boulevard Willis Foreman Rd	ARC-SBAM ARC-NBAM BC-SBPM BC-NBPM				DUE			
Doug Barnard Pkwy/New Savannah Rd	From To	Gordon Highway Tobacco Road	NPC at all times	NPC at all times					DUE	
Greene Street	From To	E. Boundary Street 12th Street			SC-WBAM ARC-EBAM BC-WBPM ARC-EBPM			DUE		
Gordon Highway	From To	Savannah River SR 223	NPC-SBAM ARC-NBAM NPC-SBPM ARC-NBPM					DUE		
Jackson Road/ Walton Way Ext/Davis Road.	From To	Washington Road Wrightsboro Road			BC-SBAM MC-NBAM SC-SBPM MC-NBPM		DUE			
John C. Calhoun Expressway	From To	Washington Road 12th Street	NPC at all times					DUE		
Peach Orchard Road	From To	Tubman Home Road SR 88	ARC-SBAM ARC-NBAM SC-SBPM BC-NBPM	NPC at all times					DUE	

WBAM – Westbound AM Peak
EBPM- Eastbound PM Peak

SBAM – Southbound AM Peak
NBPM – Northbound PM Peak

WBPM – Westbound P SBPM – Southbound PM Peak

EBAM – Eastbound AM Peak NBAM – Northbound AM Peak

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Table 13
ARTS Congestion Management Process Classifications and Future Schedule
Richmond County

Richmond County CMP Routes			2006	2007	2008	2009	2010	2011	2012	2013
River Watch Pkwy	From To	Pleasant Home Rd Fifteenth Street	NPC-SBAM NPC-NBAM ARC--SBPM NPC-NBPM					DUE		
Tobacco Road	From To	Deans Bridge Road Doug Barnard Pkwy			SC-SBAM BC-NBAM ARC--SBPM BC-NBPM			DUE		
Walton Way Segment #1	From To	Gordon Highway Milledge Road			MC-SBAM SC-NBAM MC--SBPM MC-NBPM		DUE			
Walton Way Segment #2	From To	Milledge Road Bransford Road			SC-SBAM MC-NBAM MC--SBPM MC-NBPM		DUE			
Walton Way Ext.	From To	Bransford Road Jackson Road		ARC-WBAM NPC-EBAM NPC-WBPM NPC-EBPM					DUE	
Washington Road	From To	Pleasant Home Rd John C. Calhoun Expressway		SC-WBAM SC-EBAM SC-WBPM MC-EBPM	ARC-WBAM MC-EBAM SC-WBPM BC-EBPM		DUE			
Wheeler Road	From To	Flowing Wells Road Walton Way Ext.		SC at all times	MC-WBAM SC-EBAM SC-WBPM BC-EBPM	DUE	DUE	DUE	DUE	DUE
Windsor Spring Rd	From To	Peach Orchard Rd SR 88	NPC at all times					DUE		
Wrightsboro Road Segment 1	From To	Barton Chapel Road Jackson Road		NPC-WBAM BC-EBAM BC-WBPM ARC-EBPM			DUE			
Wrightsboro Road Segment 2	From To	Jackson Road Highland Avenue			ARC-WBAM NPC-EBAM BC-WBPM ARC-EBPM			DUE		
Wrightsboro Road Segment 3	From To	Highland Avenue Fifteenth Street	SC-WBAM SC-EBAM ARC-WBPM SC-EBPM	MC-WBAM SC-EBAM SC-WBPM BC-EBPM		DUE	DUE	DUE	DUE	DUE
Wrightsboro Road * Segment 1 (Saturday)	From To	Barton Chapel Road Jackson Road			SC-WBPM SC-EBPM	DUE	DUE	DUE	DUE	DUE

WBAM – Westbound AM Peak
 EBPM- Eastbound PM Peak

SBAM – Southbound AM Peak
 NBPM – Northbound PM Peak

WBPM – Westbound P SBPM – Southbound PM Peak

EBAM – Eastbound AM Peak NBAM – Northbound AM Peak

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Appendix A

CMP WORK PLAN HISTORY

CMP WORK PLAN HISTORY

The ARTS CMP work plan was designed to focus on major travel corridors in the urbanized area. The work plan is divided into four sections. Each of the four sections detailed the tasks and sub-tasks that would be required in order to have a fully implemented CMP by the October 1, 1996 deadline. The tasks are:

Role of the CMP

CMP development tasks

Implementation Schedule

Organizational Responsibilities

Task 1: Identify CMP Boundaries and Corridors for the ARTS Area

The Augusta Regional Transportation Study (ARTS) Congestion Management Process (CMP) work plan was completed in 1995 (base year). The metropolitan area boundary of the ARTS area was adopted as the physical boundary of the CMP. The study first identified all the major travel corridors. Travel corridors were selected based on an inventory of existing traffic counts, past travel time surveys, socioeconomic data and MPO committees' discussions to identify possible areas of concern. All the major travel corridors that were identified were selected along with any collectors and arterials that demonstrated a potential for congestion. All the base year CMP corridors were included in the 1995 time travel study.

Task 2: Define CMP Performance Measures

Performance measures determine data requirements during the planning process and are the means to identify problems. The ARTS Metropolitan Planning Organization sub-committees devised the CMP performance measures after studying the base year (1995) time travel data. The performance measures rated roads based on the difference between driving speed and posted speed limit. The measures were designed to make the data collection process systematic and effective without making them too difficult or expensive to implement. See Table A-1. The performance measures were amended in 2001 to include a new category "Borderline Congestion (BC)."

Table A-1 Performance Measures ARTS Congestion Management Process	
Category	Average Speed
Not Presently Congested (NPC)	>= Posted speed limit.
At Risk of Congestion (ARC)	1% - 15% below the posted speed limit
Borderline Congested (BC)	15% - 25% below the posted speed limit
Marginally Congested (MC)	25% - 30 % below the posted speed limit
Seriously Congested (SC)	> 30% below the posted speed limit

Task 3: Develop Data Collection Process

The CMP subcommittee developed data collection guidelines that are still in use. The ARTS data collection needs were tailored to its performance measures. The data collection strategy is regional and has a multi-year perspective. But the process itself is simple and inexpensive and the frequency of collection is determined by the roadway performance measure. Table A-2 contains the data collection schedule of roadways based on their designation. Between 1995 and 2007 travel time data was collected manually. However, 2003 travel time data was collected using a Global Positioning System unit. Beginning 2008, travel time data collection will revert back using the GPS equipment. The GPS method is far more accurate and requires minimum transcription than the manual method that had been used before.

**TABLE A-2
ARTS CMP DATA COLLECTION SCHEDULE**

Not Presently Congested (in 3 or more periods)	Every 5 Years
At Risk of Congestion (in 3 or more periods)	Every 4 Years
Borderline Congested (in 3 or more periods)	Every 3 Years
Marginally Congested (in 3 or more periods)	Every 2 Years
Seriously Congested (in 2 or more periods)	Every Year

*Roads with split designation will follow the schedule with the more congested designation. Example: a road with 2 ARC periods and 2 MC periods would follow the MC schedule and be run every other year.

Task 4: Develop Analytical Framework for Evaluating CMP Strategies

The goal of this task was to develop appropriate congestion reduction strategies that could be integrated into the existing ARTS area planning process. A secondary goal was to analyze and evaluate selected CMP strategies to improve system performance. Since 1996, the second year when travel time data was collected, supplemental data on seriously congested corridors was also collected. This data was evaluated in a matrix against congestion mitigation strategies. The results from this matrix are presented to the ARTS committees. The 1996 CMP Report contains a full description of the work on this task.

Task 5: Implement the CMP

Under this task the collected data is utilized to identify system deficiencies and develop response strategies on a continuing basis. This ensures that the CMP is integrated into the continuous ARTS planning process.

Task 6: Develop Process to Evaluate CMP as an SAFETEA-LU Management System

The staff developed a standard CMP evaluation process that has been used over time to assess effectiveness and improve performance. This evaluation is incorporated into the yearly reports through a summary of current conditions and change in conditions due to improvements. An example of CMP process improvement is the addition of two Saturday routes to study congestion on busy weekend commercial corridors.

Appendix B

AIKEN COUNTY

2008 SEGMENT SPEED WORKSHEETS

SEGMENT SPEED CALCULATION WORKSHEET

SOUTHBOUND AM

2008	STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
			RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)			TOTAL AVERAGE MPH*
	Whiskey Rd.												
		Richland Ave.											
		South Boundary	104	160	94	358	119	0.44	0.00369	13	1	30	-55.75
		Pine Log Rd.	296	304	280	880	293	2.26	0.00770	28	13	35	-20.75
		East Gate Dr.	96	114	150	360	120	0.94	0.00783	28	6	35	-19.43
		Brookhaven Dr.	50	51	53	154	51	0.58	0.01130	41	5	40	1.69
		Powderhouse Rd.	58	97	64	219	73	0.58	0.00795	29	3	45	-36.44
								4.8			28		

SOUTHBOUND PM

2008	STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
			RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)			TOTAL AVERAGE MPH*
	Whiskey Rd.												
		Richland Ave.											
		South Boundary	69	70	161	300	100	0.44	0.00440	16	1	30	-47.20
		Pine Log Rd.	336	382	331	1049	350	2.26	0.00646	23	11	35	-33.52
		East Gate Dr.	166	183	151	500	167	0.94	0.00564	20	4	35	-41.99
		Brookhaven Dr.	53	84	71	208	69	0.58	0.00837	30	4	40	-24.71
		Powderhouse Rd.	125	89	74	288	96	0.58	0.00604	22	3	45	-51.67
								4.8			23		

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
Whiskey Rd.	Powderhouse Rd.												
	Brookhaven Dr.	50	49	66	165	55	0.58	0.01055	38	5	45	-15.64	
	East Gate Dr.	68	49	53	170	57	0.58	0.01024	37	4	40	-7.88	
	Pine Log Rd.	234	306	130	670	223	0.94	0.00421	15	3	35	-56.71	
	South Boundary	312	384	302	998	333	2.26	0.00679	24	12	35	-30.12	
	Richland Ave.	86	122	69	277	92	0.44	0.00477	17	2	30	-42.82	
							4.8			25			

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
Whiskey Rd.	Powderhouse Rd.												
	Brookhaven Dr.	65	50	46	161	54	0.58	0.01081	39	5	45	-13.54	
	East Gate Dr.	69	86	105	260	87	0.58	0.00669	24	3	40	-39.77	
	Pine Log Rd.	142	167	234	543	181	0.94	0.00519	19	4	35	-46.58	
	South Boundary	273	300	277	850	283	2.26	0.00798	29	14	35	-17.96	
	Richland Ave.	127	82	145	354	118	0.44	0.00373	13	1	30	-55.25	
							4.8			26			

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND NOON

2008		OVERALL AVERAGE SPEEDS (M.P.H.)										POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
STREET	CONTROL POINT	RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
Richland Ave.	Vaucluse Rd.												
	Greenville St.	48	53	51	152	51	0.36	0.00711	26	4	35	-26.92	
	Laurens St.	71	24	31	126	42	0.17	0.00405	15	1	25	-41.71	
	Chesterfield St.	68	36	64	168	56	0.20	0.00357	13	1	25	-48.57	
	York St.	22	14	14	50	17	0.09	0.00540	19	1	30	-35.20	
	Williamsburg St.	66	63	72	201	67	0.59	0.00881	32	9	35	-9.42	
	Beaufort St.	26	37	27	90	30	0.25	0.00833	30	4	35	-14.29	
								1.66			20		

WESTBOUND NOON

2008		OVERALL AVERAGE SPEEDS (M.P.H.)										POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
STREET	CONTROL POINT	RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
Richland Ave.	Beaufort St.												
	Williamsburg St.	25	29	35	89	30	0.25	0.00843	30	4	35	-13.32	
	York St.	62	61	73	196	65	0.59	0.00903	33	9	25	30.04	
	Chesterfield St.	43	34	11	88	29	0.09	0.00307	11	0	25	-55.82	
	Laurens St.	37	43	76	156	52	0.20	0.00385	14	1	30	-53.85	
	Greenville St.	30	24	26	80	27	0.17	0.00638	23	2	35	-34.43	
	Vaucluse St.	41	40	42	123	41	0.36	0.00878	32	5	35	-9.69	
							1.66			22			

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

SOUTHBOUND AM

2008		OVERALL AVERAGE SPEEDS (M.P.H.)										POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
STREET	CONTROL POINT	RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
Silverbluff Rd.	Whiskey Rd.												
	Hitchcock Pkwy.	142	104	76	322	107	0.62	0.00578	21	4	35	-40.59	
	Dougherty Rd.	46	117	59	222	74	0.42	0.00568	20	3	35	-41.62	
	Pine Log Rd.	18	32	39	89	30	0.16	0.00539	19	1	35	-44.53	
	Savannah Dr.	121	122	121	364	121	1.24	0.01022	37	15	35	5.12	
							2.44			23			

SOUTHBOUND PM

2008		OVERALL AVERAGE SPEEDS (M.P.H.)										POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
STREET	CONTROL POINT	RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
Silverbluff Rd.	Whiskey Rd.												
	Hitchcock Pkwy.	70	81	91	242	81	0.62	0.00769	28	6	35	-20.94	
	Dougherty Rd.	83	48	81	212	71	0.42	0.00594	21	3	35	-38.87	
	Pine Log Rd.	18	16	39	73	24	0.16	0.00658	24	1	35	-32.37	
	Savannah Dr.	249	158	143	550	183	1.24	0.00676	24	10	35	-30.43	
							2.44			20			

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
Silverbluff Rd.	Savannah Dr.												
	Pine Log Rd.	127	158	125	410	137	1.24	0.00907	33	13	35	-6.68	
	Dougherty Rd.	47	86	35	168	56	0.16	0.00286	10	1	35	-70.61	
	Hitchcock Pkwy.	114	91	93	298	99	0.42	0.00423	15	2	35	-56.51	
	Whiskey Rd.	72	72	89	233	78	0.62	0.00798	29	6	35	-17.89	
							2.44			22			

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
Silverbluff Rd.	Savannah Dr.												
	Pine Log Rd.	146	137	187	470	157	1.24	0.00791	28	12	35	-18.59	
	Dougherty Rd.	33	38	104	175	58	0.16	0.00274	10	1	35	-71.79	
	Hitchcock Pkwy.	62	70	133	265	88	0.42	0.00475	17	2	35	-51.09	
	Whiskey Rd.	149	92	97	338	113	0.62	0.00550	20	4	35	-43.40	
							2.44			18			

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)										POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x3600)	TOTAL AVERAGE MPH*			
US 1/US 78	Martintown Rd												
	Old Aiken Rd	238	232	198	668	223	2.00	0.008982036	32	4	45	-28.14	
	Clearwater Rd	98	131	92	321	107	1.35	0.012616822	45	3	45	0.93	
	Duncan Rd	132	130	122	384	128	1.78	0.01390625	50	5	45	11.25	
	Sudlow Lake Rd	113	111	118	342	114	1.56	0.013684211	49	4	50	-1.47	
	Greenville Rd	248	252	260	760	253	3.64	0.014368421	52	10	45	14.95	
	SC 118	94	97	139	330	110	1.38	0.012545455	45	3	50	-9.67	
							11.71			30			

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)										POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
US 1/US 78	Martintown Rd												
	Old Aiken Rd	193	274	197	664	221	2.00	0.009036145	33	4	45	-27.71	
	Clearwater Rd	150	101	134	385	128	1.35	0.010519481	38	3	45	-15.84	
	Duncan Rd	122	156	141	419	140	1.78	0.01274463	46	4	45	1.96	
	Sudlow Lake Rd	129	103	227	459	153	1.56	0.010196078	37	3	50	-26.59	
	Greenville Rd	251	283	130	664	221	3.64	0.016445783	59	12	45	31.57	
	SC 118	123	116	80	319	106	1.38	0.012978056	47	4	50	-6.56	
							11.71			29			

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

WESTBOUND AM

2008	STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
			RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)			TOTAL AVERAGE MPH*
	US 1/US 78	SC 118											
		Greenville Rd	97	103	101	301	100	1.38	0.013754153	50	4	50	-0.97
		Sudlow Lake Rd	312	263	246	821	274	3.64	0.013300853	48	10	45	6.41
		Duncan Rd	103	123	104	330	110	1.56	0.014181818	51	4	50	2.11
		Clearwater Rd	136	148	159	443	148	1.78	0.012054176	43	4	45	-3.57
		Old Aiken Rd	133	129	179	441	147	1.35	0.009183673	33	2	45	-26.53
		Martintown Rd	200	203	202	605	202	2.00	0.009917355	36	4	45	-20.66
								11.71			28		

WESTBOUND PM

2008	STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
			RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)			TOTAL AVERAGE MPH*
	US 1/US 78	SC 118											
		Greenville Rd	109	116	114	339	113	1.38	0.012212389	44	3	50	-12.07
		Sudlow Lake Rd	247	273	212	732	244	3.64	0.014918033	54	11	45	19.34
		Duncan Rd	102	173	183	458	153	1.56	0.010218341	37	3	50	-26.43
		Clearwater Rd	142	121	102	365	122	1.78	0.014630137	53	5	45	17.04
		Old Aiken Rd	153	240	177	570	190	1.35	0.007105263	26	2	45	-43.16
		Martintown Rd	234	153	205	592	197	2.00	0.010135135	36	4	45	-18.92
								11.71			28		

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

NORTHBOUND AM

2008	STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
			RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)			TOTAL AVERAGE MPH*
	Knox Ave.												
		Martintown Rd.											
		Old Edgefield Rd.	151	141	147	439	146	1.24	0.008473804	31	21	35	-12.84
		Georgia Ave.	99	43	111	253	84	0.58	0.00687747	25	8	40	-38.10
								1.82			29		

NORTHBOUND PM

2008	STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
			RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)			TOTAL AVERAGE MPH*
	Knox Ave.												
		Martintown Rd											
		Old Edgefield Rd.	151	204	205	560	187	1.24	0.006642857	24	16	35	-31.67
		Georgia Ave.	74	150	112	336	112	0.58	0.005178571	19	6	40	-53.39
								1.82			22		

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
Knox Ave.													
	Georgia Ave.												
	Old Edgefield Rd.	44	101	71	216	72	0.58	0.008055556	29	9	40	-27.50	
	Martintown Rd.	170	242	188	600	200	1.24	0.0062	22	15	35	-36.23	
							1.82			24			

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
Knox Ave.													
	Georgia Ave.												
	Old Edgefield Rd.	86	42	86	214	71	0.58	0.008130841	29	9	40	-26.82	
	Martintown Rd.	118	238	196	552	184	1.24	0.00673913	24	17	35	-30.68	
							1.82			26			

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

WESTBOUND AM

2008	STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
			RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)			TOTAL AVERAGE MPH*
SC 118 (Rudy Mason Pkwy, Rutland Drive, University Pkwy, Robert M. Bell Pkwy, Hitchcock Pkwy)	SC 302 (Wagener)												
	US 1/York	306	261	321	888	296	2.71	0.009155405	33	7	50	-34.08	
	SC 19	117	195	131	443	148	1.00	0.006772009	24	2	40	-39.05	
	Vaucluse	167	157	161	485	162	2.19	0.013546392	49	9	55	-11.33	
	US 1/US 78	223	297	225	745	248	2.50	0.010067114	36	7	50	-27.52	
	Huntsman	270	239	251	760	253	2.70	0.010657895	38	8	50	-23.26	
	Silver Bluff	188	207	252	647	216	2.21	0.010247295	37	7	40	-7.77	
							13.31			41			

WESTBOUND PM

2008	STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
			RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)		
SC 118 (Rudy Mason Pkwy, Rutland Drive, University Pkwy, Robert M. Bell Pkwy, Hitchcock Pkwy)	SC 302 (Wagener)											
	US 1/York	206	338	236	780	260	2.71	0.010423077	38	8	50	-24.95
	SC 19	233	85?	157	390	130	1.00	0.007692308	28	2	40	-30.77
	Vaucluse	169	180	146	495	165	2.19	0.013272727	48	9	55	-13.12
	US 1/US 78	175	195	210	580	193	2.50	0.012931034	47	10	50	-6.90
	Huntsman	247	239	264	750	250	2.70	0.0108	39	9	50	-22.24
	Silver Bluff	194	283	260	737	246	2.21	0.008995929	32	6	40	-19.04
							13.31			43		

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)										POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*				
SC 118 (Rudy Mason Pkwy, Rutland Drive, University Pkwy, Robert M. Bell Pkwy, Hitchcock Pkwy)	Silver Bluff													
	Huntsman	227	248	205	680	227	2.21	0.00975	35	6	40	-12.25		
	US 1/US 78	251	223	260	734	245	2.70	0.011035422	40	9	50	-20.54		
	Vaucluse	232	251	178	661	220	2.50	0.011346445	41	8	50	-18.31		
	SC 19	162	142	199	503	168	2.19	0.01306163	47	8	55	-14.51		
	US 1/York	109	119	64	292	97	1.00	0.010273973	37	3	40	-7.53		
	SC 302 (Wagener)	210	253	234	697	232	2.71	0.011664275	42	9	50	-16.02		
							13.31			44				

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)										POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
SC 118 (Rudy Mason Pkwy, Rutland Drive, University Pkwy, Robert M. Bell Pkwy, Hitchcock Pkwy)	Silver Bluff												
	Huntsman	175	209	211	595	198	2.21	0.011142857	40	7	40	0.29	
	US 1/US 78	243	241	254	738	246	2.70	0.01097561	40	9	50	-20.98	
	Vaucluse	205	233	241	679	226	2.50	0.011045655	40	8	50	-20.47	
	SC 19	161	197	217	575	192	2.19	0.011426087	41	7	55	-25.21	
	US 1/York	88	114	132	334	111	1.00	0.008982036	32	3	40	-19.16	
	SC 302 (Wagener)	250	238	233	721	240	2.71	0.011276006	41	9	50	-18.81	
							13.31			43			

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
Knox Ave.	Martintown Rd.												
	Old Edgefield Rd.	151	141	147	439	146	1.24	0.008473804	31	21	35	-12.84	
	Georgia Ave.	99	43	111	253	84	0.58	0.00687747	25	8	40	-38.10	
							1.82			29			

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*			
Knox Ave.	Martintown Rd												
	Old Edgefield Rd.	151	204	205	560	187	1.24	0.006642857	24	16	35	-31.67	
	Georgia Ave.	74	150	112	336	112	0.58	0.005178571	19	6	40	-53.39	
							1.82			22			

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

COLUMBIA COUNTY

2008 SEGMENT SPEED WORKSHEETS

**BASTON ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Baston Road	Fury's Ferry Road									
	Old Ferry Rd./Cedar Lane	59	56	60	175	58	0.68	0.0117	42	32
	Old Petersburg Road	81	36	52	169	56	0.10	0.0018	6	1
	Washington Road	48	60	36	144	48	0.10	0.0021	8	1
							0.88			34

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Baston Road	Fury's Ferry Road									
	Old Ferry Rd./Cedar Lane	72	60	56	188	63	0.68	0.0109	39	30
	Old Petersburg Road	132	44	40	216	72	0.10	0.0014	5	1
	Washington Road	15	58	32	105	35	0.10	0.0029	10	1
							0.88			32

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**BASTON ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. X 3600)	
Baston Road	Washington Road									
	Old Petersburg Road	13	36	33	82	27	0.10	0.0037	13	1
	Old Ferry Rd./Cedar Lane	9	14	13	36	12	0.10	0.0083	30	3
	Fury's Ferry Road	102	56	84	242	81	0.68	0.0084	30	23
							0.88			28

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. X 3600)	
Baston Road	Washington Road									
	Old Petersburg Road	74	82	86	242	81	0.10	0.0012	4	1
	Old Ferry Rd./Cedar Lane	12	14	12	38	13	0.10	0.0079	28	3
	Fury's Ferry Road	93	126	60	279	93	0.68	0.0073	26	20
							0.88			24

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**FLOWING WELLS ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Flowing Wells Road	Washington Road									
	Columbia Road	112	52	118	282	94	0.20	0.0021	8	1
	West Old Trail Road (Augusta Prep Day School)	104	88	82	274	91	0.60	0.0066	24	10
	Wheeler Road	162	74	146	382	127	0.60	0.0047	17	7
							1.40			18

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Flowing Wells Road	Washington Road									
	Columbia Road	102	40	35	177	59	0.20	0.0034	12	2
	West Old Trail Road (Augusta Prep Day School)	78	86	86	250	83	0.60	0.0072	26	11
	Wheeler Road	92	72	72	236	79	0.60	0.0076	27	12
							1.40			25

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**FLOWING WELLS ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Flowing Wells Road	Wheeler Road									
	West Old Trail Road (Augusta Prep Day School)	56	78	73	207	69	0.60	0.0087	31	13
	Columbia Road	74	96	130	300	100	0.60	0.0060	22	9
	Washington Road	36	44	31	111	37	0.20	0.0054	19	3
							1.40			25

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Flowing Wells Road	Wheeler Road									
	West Old Trail Road (Augusta Prep Day School)	152	106	43	301	100	0.60	0.0060	22	9
	Columbia Road	118	258	228	604	201	0.60	0.0030	11	5
	Washington Road	54	76	56	186	62	0.20	0.0032	12	2
							1.40			15

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**SR 223: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
SR 223	Wrightsboro Road									
	Newmantown Road	60	642	50	752	251	0.50	0.0020	7	2
	Gordon Highway	420	272	468	1160	387	1.80	0.0047	17	13
							2.30			15

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
SR 223	Wrightsboro Road									
	Newmantown Road	51	48	50	149	50	0.50	0.0101	36	8
	Gordon Highway	189	254	226	669	223	1.80	0.0081	29	23
							2.30			31

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**SR 223: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. X 3600)	
SR 223	Gordon Highway									
	Newmantown Road	220	200	200	620.00	207	1.80	0.0087	31	25
	Wrightsboro Road	46	54	52	152.00	51	0.50	0.0099	36	8
							2.30			32

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. X 3600)	
SR 223	Gordon Highway									
	Newmantown Road	222	192	178	592.00	197	1.80	0.0091	33	26
	Wrightsboro Road	50	50	186	286.00	95	0.50	0.0052	19	4
							2.30			30

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**OLD EVANS ROAD: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Old Evans Road	Washington Road/Bobby Jones									
	Martinez Boulevard	32	41	38	111	37	0.30	0.0081	29	3
	Old Petersburg Road	164	178	170	512	171	1.20	0.0070	25	11
	Blue Ridge Drive	34	47	82	163	54	0.10	0.0018	7	0
	Columbia Industrial Boulevard	50	40	52	142	47	0.50	0.0106	38	7
	Washington Road	70	98	72	240	80	0.60	0.0075	27	6
							2.70			28

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Old Evans Road	Washington Road/Bobby Jones									
	Martinez Boulevard	52	28	64	144	48	0.30	0.0063	23	3
	Old Petersburg Road	184	240	180	604	201	1.20	0.0060	21	10
	Blue Ridge Drive	52	12	20	84	28	0.10	0.0036	13	0
	Columbia Industrial Boulevard	44	42	42	128	43	0.50	0.0117	42	8
	Washington Road	104	156	180	440	147	0.60	0.0041	15	3
							2.70			24

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**OLD EVANS ROAD: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Old Evans Road	Washington Road									
	Columbia Industrial Boulevard	64	60	62	186	62	0.60	0.01	34.84	8
	Blue Ridge Drive	48	40	46	134	45	0.50	0.01	40.30	7
	Old Petersburg Road	10	8	10	28	9	0.10	0.01	38.57	1
	Martinez Boulevard	198	158	146	502	167	1.20	0.01	25.82	11
	Washington Road/Bobby Jones	76	34	48	158	53	0.30	0.01	20.51	2
							2.70			30

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Old Evans Road	Washington Road									
	Columbia Industrial Boulevard	76	80	66	222	74	0.60	0.0081	29	6
	Blue Ridge Drive	42	56	80	178	59	0.50	0.0084	30	6
	Old Petersburg Road	8	28	24	60	20	0.10	0.0050	18	1
	Martinez Boulevard	146	105	124	375	125	1.20	0.0096	35	15
	Washington Road/Bobby Jones	48	154	134	336	112	0.30	0.0027	10	1
							2.70			29

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA ROAD: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Columbia Road	Washington Road									
	Flowing Wells Road	90	44	66	200.00	67	0.40	0.0060	22	1
	Kroger Road	222	8	8	238.00	79	0.10	0.0013	5	0
	Belair Road	194	172	218	584.00	195	2.00	0.0103	37	12
	Hereford Farm Road	256	258.00	290	804.00	268	3.70	0.0138	50	30
							6.20			43

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Columbia Road	Washington Road									
	Flowing Wells Road	109	60	166	335.00	112	0.40	0.0036	13	1
	Kroger Road	7	8	68	83.00	28	0.10	0.0036	13	0
	Belair Road	212	254	150	616.00	205	2.00	0.0097	35	11
	Hereford Farm Road	349	280	306	935.00	312	3.70	0.0119	43	26
							6.20			38

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA ROAD: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Columbia Road	Hereford Farm Road									
	Belair Road	288	382	266	936.00	312	3.70	0.0119	43	25
	Kroger Road	186	148	158	492.00	164	0.10	0.0006	2	0
	Flowing Wells Road	90	78	98	266.00	89	2.00	0.0226	81	26
	Washington Road	116	112	242	470.00	157	0.40	0.0026	9	1
							6.20			52

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Columbia Road	Hereford Farm Road									
	Belair Road	384	346	388	1118.00	373	3.70	0.0099	36	21
	Kroger Road	142	152	150	444.00	148	0.10	0.0007	2	0
	Flowing Wells Road	92	80	72	244.00	81	2.00	0.0246	89	29
	Washington Road	134	122	116	372.00	124	0.40	0.0032	12	1
							6.20			51

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**BELAIR ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Belair Road										
	Washington Road									
	Peachtree Road	18	24	16	58	19	0.15	0.0078	0	1
	Hereford Farm Road	18	18	80	116	39	0.15	0.0039	0	0
	Cox Road/ Owens Road	175	124	160	459	153	1.20	0.0078	28	7
	Columbia Road	85	96	124	305	102	1.00	0.0098	35	7
	Oakley Pirkle Road	84	60	70	214	71	0.70	0.0098	35	5
	Wheeler Road	64	122	396	582	194	0.80	0.0041	15	2
	I-20 WB	34	30	62	126	42	0.30	0.0071	26	2
	I-20 EB	14	10	14	38	13	0.10	0.0079	28	1
	Park West Drive	50	8	56	114	38	0.10	0.0026	9	0
	Wrightsboro Road	48	42	78	168	56	0.50	0.0089	32	3
							5.00			28

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS X 3600)	
Belair Road										
	Washington Road									
	Peachtree Road	32	28	12	72	24	0.15	0.0063	23	1
	Hereford Farm Road	34	18	88	140	47	0.15	0.0032	12	0
	Cox Road/ Owens Road	89	152	144	385	128	1.20	0.0094	34	8
	Columbia Road	252	158	112	522	174	1.00	0.0057	21	4
	Oakley Pirkle Road	97	56	62	215	72	0.70	0.0098	35	5
	Wheeler Road	64	128	112	304	101	0.80	0.0079	28	5
	I-20 WB	28	34	28	90	30	0.30	0.0100	36	2
	I-20 EB	16	1	12	29	10	0.10	0.0103	37	1
	Park West Drive	81	120	82	283	94	0.10	0.0011	4	0
	Wrightsboro Road	161	98	44	303	101	0.50	0.0050	18	2
							5.00			27

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**BELAIR ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. X 3600)	
Belair Road										
	Wrightsboro Road									
	Park West Drive	62	46	58	166.00	55	0.50	0.0090	33	3
	I-20 EB	8	24	12	44.00	15	0.10	0.0068	25	0
	I-20 WB	12	14	14	40.00	13	0.10	0.0075	27	1
	Wheeler Road	98	86	108	292.00	97	0.30	0.0031	11	1
	Oakley Pirkle Road	86	66	66	218.00	73	0.80	0.0110	40	6
	Columbia Road	94	62	138	294.00	98	0.70	0.0071	26	4
	Cox Road/ Owens Road	164	76	130	370.00	123	1.00	0.0081	29	6
	Hereford Farm Road	112	124	138	374.00	125	1.20	0.0096	35	8
	Peachtree Road	16	18	18	52.00	17	0.15	0.0087	31	1
	Washington Road	20	70	18	108.00	36	0.15	0.0042	15	0
							5.00			30

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		TUES RUN IN SECONDS	WEDS RUN IN SECONDS	THUR RUN IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. X 3600)	
Belair Road										
	Wrightsboro Road									
	Park West Drive	42	140	172	354.00	118	0.50	0.0042	15	2
	I-20 EB	6	44	14	64.00	21	0.10	0.0047	17	0
	I-20 WB	14	2	22	38.00	13	0.10	0.0079	28	1
	Wheeler Road	101	26	100	227.00	76	0.30	0.0040	14	1
	Oakley Pirkle Road	87	50	66	203.00	68	0.80	0.0118	43	7
	Columbia Road	106	128	332	566.00	189	0.70	0.0037	13	2
	Cox Road/ Owens Road	96	82	118	296.00	99	1.00	0.0101	36	7
	Hereford Farm Road	152	90	240	482.00	161	1.20	0.0075	27	6
	Peachtree Road	16	18	78	112.00	37	0.15	0.0040	14	0
	Washington Road	16	108	38	162.00	54	0.15	0.0028	10	0
							5.00			26

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

RICHMOND COUNTY

2008 SEGMENT SPEED WORKSHEETS

**FIFTEENTH STREET : SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Fifteenth St	Reynolds Street									
	Jones Street	8	50	51	109	36	0.08	0.0022	8	0
	Broad Street	56	8	12	76	25	0.08	0.0032	11	0
	Greene Street	16	234	18	268	89	0.14	0.0016	6	0
	John C. Calhoun Expressway	24	20	27	71	24	0.14	0.0059	21	1
	Walton Way	32	46	23	101	34	0.24	0.0071	26	2
	Harper Street / Pope Avenue	66	54	60	180	60	0.23	0.0038	14	1
	Laney Walker Boulevard	76	64	29	169	56	0.20	0.0036	13	1
	Wrightsboro Road (middle of overpass)	33	42	34	109	36	0.37	0.0102	37	5
	Carver Street / Government Street	23	20	27	70	23	0.20	0.0086	31	2
	Castleberry Lane	16	10	14	40	13	0.20	0.0150	54	4
	Essie McIntyre / Sunset Avenue	52	28	35	115	38	0.30	0.0078	28	3
	Martin Luther King Boulevard	124	104	138	366	122	0.43	0.0035	13	2
							2.61			24

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Fifteenth St	Reynolds Street									
	Jones Street	10	10	40	60	20	0.08	0.0040	14	0
	Broad Street	10	32	8	50	17	0.08	0.0048	17	1
	Greene Street	20	16	18	54	18	0.14	0.0078	28	2
	John C. Calhoun Expressway	16	44	18	78	26	0.14	0.0054	19	1
	Walton Way	32	74	114	220	73	0.24	0.0033	12	1
	Harper Street / Pope Avenue	42	54	44	140	47	0.23	0.0049	18	2
	Laney Walker Boulevard	52	22	34	108	36	0.20	0.0056	20	2
	Wrightsboro Road (middle of overpass)	46	30	36	112	37	0.37	0.0099	36	5
	Carver Street / Government Street	42	36	10	88	29	0.20	0.0068	25	2
	Castleberry Lane	20	18	22	60	20	0.20	0.0100	36	3
	Essie McIntyre / Sunset Avenue	76	68	94	238	79	0.30	0.0038	14	2
	Martin Luther King Boulevard	82	126	220	428	143	0.43	0.0030	11	2
							2.61			21

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**FIFTEENTH STREET : NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Fifteenth St.	Martin Luther King Boulevard									
	Essie McIntyre / Sunset Avenue	74	78	53	205	68	0.43	0.0063	23	4
	Castleberry Lane	38	60	34	132	44	0.30	0.0068	25	3
	Carver Street / Government Street	40	30	26	96	32	0.20	0.0063	23	2
	Wrightsboro Road (middle of overpass)	28	26	24	78	26	0.20	0.0077	28	2
	Laney Walker Boulevard	88	98	48	234	78	0.37	0.0047	17	2
	Harper Street / Pope Avenue	32	36	51	119	40	0.20	0.0050	18	1
	Walton Way	88	26	49	163	54	0.23	0.0042	15	1
	John C. Calhoun Expressway	26	22	44	92	31	0.24	0.0078	28	3
	Greene Street	14	11	16	41	14	0.14	0.0102	37	2
	Broad Street	30	49	19	98	33	0.14	0.0043	15	1
	Jones Street	12	8	53	73	24	0.08	0.0033	12	0
	Reynolds Street	42	6	9	57	19	0.08	0.0042	15	0
							2.61			22

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Fifteenth St.	Martin Luther King Boulevard									
	Essie McIntyre / Sunset Avenue	48	52	16	116	39	0.43	0.0111	40	7
	Castleberry Lane	56	50	34	140	47	0.30	0.0064	23	3
	Carver Street / Government Street	36	22	30	88	29	0.20	0.0068	25	2
	Wrightsboro Road (middle of overpass)	26	26	28	80	27	0.20	0.0075	27	2
	Laney Walker Boulevard	76	92	118	286	95	0.37	0.0039	14	2
	Harper Street / Pope Avenue	46	60	60	166	55	0.20	0.0036	13	1
	Walton Way	56	130	98	284	95	0.23	0.0024	9	1
	John C. Calhoun Expressway	26	50	24	100	33	0.24	0.0072	26	2
	Greene Street	18	16	16	50	17	0.14	0.0084	30	2
	Broad Street	18	63	16	97	32	0.14	0.0043	16	1
	Jones Street	8	9	6	23	8	0.08	0.0104	38	1
	Reynolds Street	56	8	8	72	24	0.08	0.0033	12	0
							2.61			23

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**THIRTEENTH STREET: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
13th Street / RA Dent Blvd	Reynolds Street									
	Jones Street	9	6	16	31	10	0.08	0.0077	28	1
	Broad Street	10	38	8	56	19	0.10	0.0054	19	1
	Greene Street	56	16	14	86	29	0.10	0.0035	13	1
	Telfair Street	46	6	6	58	19	0.10	0.0052	19	1
	Walton Way	52	44	60	156	52	0.30	0.0058	21	4
	University Pl / R A Dent Blvd	84	42	42	168	56	0.20	0.0036	13	2
	Laney Walker Boulevard	58	28	40	126	42	0.30	0.0071	26	5
	Wrightsboro Road (no signal)	44	44	48	136	45	0.40	0.0088	32	8
							1.58			23

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
13th Street / RA Dent Blvd	Reynolds Street									
	Jones Street	28	34	32	94	31	0.08	0.0026	9	0
	Broad Street	10	8	6	24	8	0.10	0.0125	45	3
	Greene Street	16	20	18	54	18	0.10	0.0056	20	1
	Telfair Street	6	36	64	106	35	0.10	0.0028	10	1
	Walton Way	44	458	102	604	201	0.30	0.0015	5	1
	University Pl / R A Dent Blvd	42	30	12	84	28	0.20	0.0071	26	3
	Laney Walker Boulevard	28	62	42	132	44	0.30	0.0068	25	5
	Wrightsboro Road (no signal)	44	84	40	168	56	0.40	0.0071	26	7
							1.58			21

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**THIRTEENTH STREET: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
13th Street / RA Dent Blvd	Wrightsboro Road (no signal)									
	Laney Walker Boulevard	104	72	62	238	79	0.40	0.0050	18	5
	University Pl / R A Dent Blvd	44	32	30	106	35	0.30	0.0085	31	6
	Walton Way	24	94	86	204	68	0.20	0.0029	11	1
	Telfair Street	32	40	36	108	36	0.30	0.0083	30	6
	Greene Street	36	16	6	58	19	0.10	0.0052	19	1
	Broad Street	16	16	44	76	25	0.10	0.0039	14	1
	Jones Street	6	6	22	34	11	0.10	0.0088	32	2
	Reynolds Street	12	16	6	34	11	0.08	0.0071	25	1
							1.58			23

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
13th Street / RA Dent Blvd	Wrightsboro Road (no signal)									
	Laney Walker Boulevard	76	84	70	230	77	0.40	0.0052	19	5
	University Pl / R A Dent Blvd	28	54	40	122	41	0.30	0.0074	27	5
	Walton Way	102	50	34	186	62	0.20	0.0032	12	1
	Telfair Street	32	74	54	160	53	0.30	0.0056	20	4
	Greene Street	8	28	8	44	15	0.10	0.0068	25	2
	Broad Street	21	84	104	209	70	0.10	0.0014	5	0
	Jones Street	9	30	10	49	16	0.10	0.0061	22	1
	Reynolds Street	6	16	16	38	13	0.08	0.0063	23	1
							1.58			20

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WASHINGTON ROAD: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Washington Road	John C. Calhoun Expressway (no signal)									
	E. Vineland Road/Woodbine Road	26	32	34	92	31	0.62	0.0202	73	10
	Eisenhower Drive	58	36	34	128	43	0.45	0.0105	38	4
	Azalea Drive	20	16	14	50	17	0.18	0.0108	39	2
	Berckmans Road	20	32	14	66	22	0.23	0.0105	38	2
	Alexander Drive /Stanley Drive	34	32	20	86	29	0.35	0.0122	44	4
	Bertram Road	28	66	34	128	43	0.33	0.0077	28	2
	Boy Scout Road	40	26	24	90	30	0.25	0.0083	30	2
	I-20 EB	30	40	64	134	45	0.20	0.0045	16	1
	I-20 WB	4	19	44	67	22	0.19	0.0085	31	1
	Stevens Creek Road	82	55	8	145	48	0.09	0.0019	7	0
	Patriots Way	28	26	24	78	26	0.27	0.0104	37	2
	Warren Road	10	48	26	84	28	0.32	0.0114	41	3
	Fury's Ferry Road	12	16	14	42	14	0.17	0.0121	44	2
	Pleasant Home Road	58	49	104	211	70	0.66	0.0094	34	5
							4.31			40

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Washington Road	John C. Calhoun Expressway (no signal)									
	E. Vineland Road/Woodbine Road	32	36	100	168	56	0.62	0.0111	39.9	6
	Eisenhower Drive	34	34	54	122	41	0.45	0.0111	39.8	4
	Azalea Drive	16	30	20	66	22	0.18	0.0082	29.4	1
	Berckmans Road	76	92	24	192	64	0.23	0.0036	12.9	1
	Alexander Drive /Stanley Drive	36	178	38	252	84	0.35	0.0042	15	1
	Bertram Road	38	190	40	268	89	0.33	0.0037	13.3	1
	Boy Scout Road	28	36	98	162	54	0.25	0.0046	16.7	1
	I-20 EB	18	20	24	62	21	0.20	0.0097	34.8	2
	I-20 WB	94	60	30	184	61	0.19	0.0031	11.2	0
	Stevens Creek Road	10	10	46	66	22	0.09	0.0041	14.7	0
	Patriots Way	28	50	28	106	35	0.27	0.0077	27.5	2
	Warren Road	54	60	28	142	47	0.32	0.0068	24.4	2
	Fury's Ferry Road	16	20	10	46	15	0.17	0.0111	40	2
	Pleasant Home Road	68	86	126	280	93	0.66	0.0071	25.5	4
							4.31			26

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WASHINGTON ROAD : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Washington Road	Pleasant Home Road									
	Fury's Ferry Road	53	112	82	247	82	0.66	0.0080	29	4
	Warren Road	14	14	16	44	15	0.17	0.0116	42	2
	Patriots Way	26	28	28	82	27	0.32	0.0117	42	3
	Stevens Creek Road	113	24	26	163	54	0.27	0.0050	18	1
	I-20 WB	18	72	32	122	41	0.09	0.0022	8	0
	I-20 EB	4	70	48	122	41	0.19	0.0047	17	1
	Boy Scout Road	24	60	38	122	41	0.20	0.0049	18	1
	Bertram Road	68	110	56	234	78	0.25	0.0032	12	1
	Alexander Drive /Stanley Drive	31	32	58	121	40	0.33	0.0082	30	2
	Berckmans Road	59	34	68	161	54	0.35	0.0065	24	2
	Azalea Drive	22	18	20	60	20	0.23	0.0115	41	2
	Eisenhower Drive	46	40	40	126	42	0.18	0.0043	15	1
	E. Vineland Road / Woodbine Road	40	38	36	114	38	0.45	0.0118	43	4
	John C.Calhoun Expressway (no signal)	32	28	32	92	31	0.62	0.0202	73	10
							4.31			35

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Washington Road	Pleasant Home Road									
	Fury's Ferry Road	56	68	56	180	60	0.66	0.0110	39.6	6
	Warren Road	20	14	16	50	17	0.17	0.0102	36.6	1
	Patriots Way	40	30	32	102	34	0.32	0.0094	33.9	3
	Stevens Creek Road	112	26	56	194	65	0.27	0.0042	15.0	1
	I-20 WB	100	28	12	140	47	0.09	0.0019	6.9	0
	I-20 EB	22	22	26	70	23	0.19	0.0082	29.3	1
	Boy Scout Road	22	20	104	146	49	0.20	0.0041	14.8	1
	Bertram Road	48	22	24	94	31	0.25	0.0080	28.8	2
	Alexander Drive /Stanley Drive	44	44	60	148	49	0.33	0.0067	24.1	2
	Berckmans Road	108	34	35	177	59	0.35	0.0059	21.3	2
	Azalea Drive	24	22	19	65	22	0.23	0.0106	38.2	2
	Eisenhower Drive	14	78	43	135	45	0.18	0.0040	14.4	1
	E. Vineland Road / Woodbine Road	34	38	37	109	36	0.45	0.0124	44.6	5
	John C.Calhoun Expressway (no signal)	28	28	32	88	29	0.62	0.0212	76.2	11
							4.31			37

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**JACKSON ROAD/WALTON WAY EXTENSION/DAVIS ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Jackson Rd/Walton Way	Washington Road									
Extension/Davis Road	Oak Drive	36	44	36	116	39	0.38	0.0098	35	4
	Camilla Ave/Toucan Drive	18	26	20	64	21	0.26	0.0122	44	3
	Pleasant Home Road	91	30	28	149	50	0.36	0.0072	26	3
	I-20 (On Ramp)	33	30	32	69	23	0.38	0.0165	59	7
	I-20 (Off Ramp)	2	4	32	50	17	0.02	0.0012	4	0
	Robert C. Daniel Jr. Pkwy	18	16	44	72	24	0.20	0.0083	30	2
	Skinner Mill Road	9	10	8	89	30	0.10	0.0034	12	0
	Wheeler Road	35	72	41	148	49	0.35	0.0071	26	3
	Walton Way	26	24	30	80	27	0.25	0.0094	34	2
	Wrightsboro Road	132	172	169	473	158	1.15	0.0073	26	9
							3.45			32

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Jackson Rd/Walton Way	Washington Road									
Extension/Davis Road	Oak Drive	48	36	44	128	43	0.38	0.0089	32	4
	Camilla Ave/Toucan Drive	26	24	22	72	24	0.26	0.0108	39	3
	Pleasant Home Road	85	34	48	167	56	0.36	0.0065	23	2
	I-20 (On Ramp)	16	34	41	91	30	0.38	0.0125	45	5
	I-20 (Off Ramp)	2	2	3	7	2	0.02	0.0086	31	0
	Robert C. Daniel Jr. Pkwy	16	18	106	140	47	0.20	0.0043	15	1
	Skinner Mill Road	51	8	14	73	24	0.10	0.0041	15	0
	Wheeler Road	114	92	136	342	114	0.35	0.0031	11	1
	Walton Way	26	34	46	106	35	0.25	0.0071	25	2
	Wrightsboro Road	334	160	200	694	231	1.15	0.0050	18	6
							3.45			24

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**JACKSON ROAD/WALTON WAY/DAVIS ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Jackson Road/Walton Way Extension/Davis Road	Wrightsboro Road									
	Walton Way	164	160	162	486	162	1.15	0.0071	26	9
	Wheeler Road	66	44	34	144	48	0.25	0.0052	19	1
	Skinner Mill Road	30	34	72	136	45	0.35	0.0077	28	3
	Robert C. Daniel Jr. Pkwy	14	40	12	66	22	0.10	0.0045	16	0
	I-20 (Off Ramp)	14	16	75	105	35	0.20	0.0057	21	1
	I-20 (On Ramp)	2	2	2	6	2	0.02	0.0100	36	0
	Pleasant Home Road	80	30	29	139	46	0.38	0.0082	30	3
	Camilla Ave/Toucan Drive	32	46	16	94	31	0.36	0.0115	41	4
	Oak Drive	34	24	20	78	26	0.26	0.0100	36	3
	Washington Road	40	38	50	128	43	0.38	0.0089	32	4
							3.45			28

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Jackson Rd/Walton Way Extension/Davis Road	Wrightsboro Road									
	Walton Way	122	340	368	830	277	1.15	0.0042	15	5
	Wheeler Road	24	30	116	170	57	0.25	0.0044	16	1
	Skinner Mill Road	28	32	32	92	31	0.35	0.0114	41	4
	Robert C. Daniel Jr. Pkwy	94	82	10	186	62	0.10	0.0016	6	0
	I-20 (Off Ramp)	16	14	14	44	15	0.20	0.0136	49	3
	I-20 (On Ramp)	2	2	2	6	2	0.02	0.0100	36	0
	Pleasant Home Road	22	44	24	90	30	0.38	0.0127	46	5
	Camilla Ave/Toucan Drive	34	26	26	86	29	0.36	0.0126	45	5
	Oak Drive	24	20	20	64	21	0.26	0.0122	44	3
	Washington Road	40	46	118	204	68	0.38	0.0056	20	2
							3.45			29

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WALTON WAY SEGMENT 1: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
	TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Gordon Hwy.									
5th Street	29	30	10	69	23	0.05	0.0022	8	0
7th Street	27	26	28	81	27	0.28	0.0104	37	3
9th Street	56	44	26	126	42	0.26	0.0062	22	2
11th Street	22	24	18	64	21	0.21	0.0099	36	2
12th Street	16	14	10	40	13	0.11	0.0083	30	1
13th Street	28	32	26	86	29	0.16	0.0056	20	1
St. Sebastian Way	48	48	40	136	45	0.27	0.0060	22	2
15th Street	67	68	70	205	68	0.30	0.0044	16	2
Crawford Ave.	69	68	70	207	69	0.57	0.0083	30	5
Eve Street	14	20	16	50	17	0.16	0.0096	35	2
Baker Ave.	10	10	10	30	10	0.10	0.0100	36	1
Heard Ave.	24	60	46	130	43	0.30	0.0069	25	2
Milledge Road	76	84	42	202	67	0.36	0.0054	19	2
						3.13			26

WEIGHTED AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

B-34

**WALTON WAY SEGMENT 1: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
	TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Gordon Hwy.									
5th Street	17	25	34	76	25	0.05	0.0020	7	0
7th Street	28	14	44	86	29	0.28	0.0098	35	3
9th Street	44	24	23	91	30	0.26	0.0086	31	3
11th Street	36	20	19	75	25	0.21	0.0084	30	2
12th Street	13	10	50	73	24	0.11	0.0045	16	1
13th Street	89	42	44	175	58	0.16	0.0027	10	1
St. Sebastian Way	28	42	30	100	33	0.27	0.0081	29	3
15th Street	64	32	142	238	79	0.30	0.0038	14	1
Crawford Ave.	106	76	102	284	95	0.57	0.0060	22	4
Eve Street	20	28	26	74	25	0.16	0.0065	23	1
Baker Ave.	12	28	11	51	17	0.10	0.0059	21	1
Heard Ave.	28	32	27	87	29	0.30	0.0103	37	4
Milledge Road	76	44	46	166	55	0.36	0.0065	23	3
						3.13			25

WGTED AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WALTON WAY SEGMENT 1: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Walton Way	Milledge Road									
	Heard Ave.	90	42	64	196	65.3	0.36	0.0055	19.8	2
	Baker Ave.	60	64	32	156	52.0	0.30	0.0058	20.8	2
	Eve Street	27	13	10	50	16.7	0.10	0.0060	21.6	1
	Crawford Ave.	27	18	18	63	21.0	0.16	0.0076	27.4	1
	15th Street	162	159	192	513	171.0	0.57	0.0033	12.0	2
	St. Sebastian Way	40	58	46	144	48.0	0.30	0.0063	22.5	2
	13th Street	56	64	34	154	51.3	0.27	0.0053	18.9	2
	12th Street	42	22	28	92	30.7	0.16	0.0052	18.8	1
	11th Street	16	32	18	66	22.0	0.11	0.0050	18.0	1
	9th Street	24	44	34	102	34.0	0.21	0.0062	22.2	1
	7th Street	24	26	24	74	24.7	0.26	0.0105	37.9	3
	5th Street	26	26	42	94	31.3	0.28	0.0090	32.2	3
	Gordon Hwy.	126	66	88	280	93.3	0.05	0.0005	1.9	0
							3.13			21

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

B-36

**WALTON WAY SEGMENT 1: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Walton Way	Milledge Road									
	Heard Ave.	44	36	40	120	40.0	0.36	0.0090	32.4	4
	Baker Ave.	36	38	24	98	32.7	0.30	0.0092	33.0	3
	Eve Street	12	8	10	30	10.0	0.10	0.0100	36.0	1
	Crawford Ave.	18	16	60	94	31.3	0.16	0.0051	18.4	1
	15th Street	82	84	66	232	77.3	0.57	0.0074	26.5	5
	St. Sebastian Way	86	32	38	156	52.0	0.30	0.0058	20.8	2
	13th Street	42	26	30	98	32.7	0.27	0.0083	29.7	3
	12th Street	24	28	32	84	28.0	0.16	0.0057	20.6	1
	11th Street	12	13	16	41	13.7	0.11	0.0080	28.9	1
	9th Street	28	35	30	93	31.0	0.21	0.0068	24.4	2
	7th Street	62	64	62	188	62.7	0.26	0.0042	14.9	1
	5th Street	52	28	36	116	38.7	0.28	0.0072	26.1	2
	Gordon Hwy.	84	128	16	228	76.0	0.05	0.0007	2.4	0
							3.13			26

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

B-37

**WALTON WAY SEGMENT 2 : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Walton Way	Milledge Road									
	John's Road	72	36	32	140	46.7	0.22	0.0047	17	2
	Fleming Ave.	58	70	44	172	57.3	0.37	0.0065	23	5
	Monte Sano Ave.	102	112	46	260	86.7	0.24	0.0028	10	1
	Highland Ave.	26	34	30	90	30.0	0.22	0.0073	26	4
	Lake Forest Dr.	50	46	46	142	47.3	0.42	0.0089	32	8
	Bransford Road	10	12	8	30	10.0	0.15	0.0150	54	5
						1.62				26

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Walton Way	Milledge Road									
	John's Road	42	32	28	102	34.0	0.22	0.0065	23	3
	Fleming Ave.	64	46	38	148	49.3	0.37	0.0075	27	6
	Monte Sano Ave.	62	80	92	234	78.0	0.24	0.0031	11	2
	Highland Ave.	52	102	110	264	88.0	0.22	0.0025	9	1
	Lake Forest Dr.	50	40	47	137	45.7	0.42	0.0092	33	9
	Bransford Road	12	18	7	37	12.3	0.15	0.0122	44	4
						1.62				25

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WALTON WAY SEGMENT 2 : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Walton Way	Bransford Road									
	Lake Forest Dr.	6	24	18	48	16.0	0.15	0.0094	34	3
	Highland Ave.	64	64	52	180	60.0	0.42	0.0070	25	7
	Monte Sano Ave.	64	60	30	154	51.3	0.22	0.0043	15	2
	Fleming Ave.	52	40	34	126	42.0	0.24	0.0057	21	3
	John's Road	48	40	46	134	44.7	0.37	0.0083	30	7
	Milledge Road	28	28	54	110	36.7	0.22	0.0060	22	3
							1.62			25

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Walton Way	Bransford Road									
	Lake Forest Dr.	28	20	14	62	20.7	0.15	0.0073	26	2
	Highland Ave.	52	50	74	176	58.7	0.42	0.0072	26	7
	Monte Sano Ave.	72	86	24	182	60.7	0.22	0.0036	13	2
	Fleming Ave.	48	54	72	174	58.0	0.24	0.0041	15	2
	John's Road	42	42	38	122	40.7	0.37	0.0091	33	7
	Milledge Road	72	70	40	182	60.7	0.22	0.0036	13	2
							1.62			22

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WHEELER ROAD : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Wheeler Road	Walton Way Extension									
	Agerton Lane	24	37	24	85	28	0.26	0.0092	33	4
	Robert C. Daniel Jr. Parkway	22	26	80	128	43	0.26	0.0061	22	2
	I-520 WB Ramp	8	6	8	22	7	0.07	0.0096	35	1
	I-520 EB Ramp	26	36	22	84	28	0.24	0.0086	31	3
	George C. Wilson Drive	10	24	20	54	18	0.12	0.0067	24	1
	Augusta West Parkway	13	16	18	47	16	0.17	0.0108	39	3
	Interstate Parkway	115	12	60	187	62	0.68	0.0109	39	11
	I-20 EB	25	8	54	87	29	0.30	0.0103	37	5
	I-20 WB	39	42	18	99	33	0.19	0.0058	21	2
	Flowing Wells	12	12	10	34	11	0.12	0.0106	38	2
							2.41			33

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Wheeler Road	Walton Way Extension									
	Agerton Lane	28	28	28	84	28	0.26	0.0093	33	4
	Robert C. Daniel Jr. Parkway	132	41	42	215	72	0.26	0.0036	13	1
	I-520 WB Ramp	10	49	48	107	36	0.07	0.0020	7	0
	I-520 EB Ramp	20	24	24	68	23	0.24	0.0106	38	4
	George C. Wilson Drive	30	10	10	50	17	0.12	0.0072	26	1
	Augusta West Parkway	34	72	72	178	59	0.17	0.0029	10	1
	Interstate Parkway	88	74	74	236	79	0.68	0.0086	31	9
	I-20 EB	56	27	28	111	37	0.30	0.0081	29	4
	I-20 WB	27	28	32	87	29	0.19	0.0066	24	2
	Flowing Wells	61	55	54	170	57	0.12	0.0021	8	0
							2.41			26

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WHEELER ROAD : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Wheeler Road	Flowing Wells									
	I-20 WB	26	16	10	52	17	0.12	0.0069	25	1
	I-20 EB	16	20	16	52	17	0.19	0.0110	40	3
	Interstate Parkway	22	28	24	74	25	0.30	0.0122	44	5
	Augusta West Parkway	15	62	134	211	70	0.68	0.0097	35	10
	George C. Wilson Drive	71	14	18	103	34	0.17	0.0050	18	1
	I-520 EB Ramp	56	8	14	78	26	0.12	0.0046	17	1
	I-520 WB Ramp	36	25	32	93	31	0.24	0.0077	28	3
	Robert C. Daniel Jr. Parkway	8	7	8	23	8	0.07	0.0091	33	1
	Agerton Lane	26	23	26	75	25	0.26	0.0104	37	4
	Walton Way Extension	114	63	136	313	104	0.26	0.0025	9	1
							2.41			30

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Wheeler Road	Flowing Wells Road									
	I-20 WB	12	14	14	40	13	0.12	0.0090	33	2
	I-20 EB	16	30	30	76	25	0.19	0.0075	27	2
	Interstate Parkway	24	62	62	148	49	0.30	0.0061	22	3
	Augusta West Parkway	70	154	154	378	126	0.68	0.0054	19	5
	George C. Wilson Drive	102	24	24	150	50	0.17	0.0034	12	1
	I-520 EB Ramp	22	12	12	46	15	0.12	0.0078	28	1
	I-520 WB Ramp	20	36	36	92	31	0.24	0.0078	28	3
	Robert C. Daniel Jr. Parkway	8	10	10	28	9	0.07	0.0075	27	1
	Agerton Lane	36	30	30	96	32	0.26	0.0081	29	3
	Walton Way Extension	58	31	30	119	40	0.26	0.0066	24	3
							2.41			24

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WRIGHTSBORO ROAD SEGMENT #1 : SATURDAY
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)				WEIGHTED AVERAGE ROUTE SPEED
		SAT RUN IN SECONDS	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Wrightsboro Road Segment #1	Barton Chapel Road					
	Augusta West Parkway	16	0.10	0.0063	23	2
	Bobby Jones EB	46	0.10	0.0022	8	1
	Bobby Jones WB	8	0.10	0.0125	45	4
	Augusta Mall #1 West	16	0.10	0.0063	23	2
	Augusta Mall #2 East	16	0.10	0.0063	23	2
	Marks Church Road	14	0.10	0.0071	26	2
	Jackson Road	68	0.60	0.0088	32	16
			1.20			28

WESTBOUND

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)				WEIGHTED AVERAGE ROUTE SPEED
		SAT RUN IN SECONDS	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Wrightsboro Road Segment #1	Jackson Road					
	Mark Church Road	80	0.60	0.0075	27	14
	Augusta Mall #2 East	16	0.10	0.0063	23	2
	Augusta Mall #1 West	16	0.10	0.0063	23	2
	Bobby Jones WB	20	0.10	0.0050	18	2
	Bobby Jones EB	10	0.10	0.0100	36	3
	Augusta West Parkway	18	0.10	0.0056	20	2
	Barton Chapel Road	10	0.10	0.0100	36	3
			1.20			26

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**GREENE STREET: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Greene Street	Twelfth Street									
	Eleventh Street	14	13	28	55	18	0.10	0.0055	20	1
	Tenth Street	8	9	36	53	18	0.09	0.0051	18	1
	Ninth Street	12	16	16	44	15	0.13	0.0089	32	3
	Eighth Street	14	16	12	42	14	0.13	0.0093	33	3
	Seventh Street	10	12	14	36	12	0.12	0.0100	36	3
	Sixth Street	12	10	10	32	11	0.10	0.0094	34	2
	Fifth Street	19	60	22	101	34	0.17	0.0050	18	2
	Fourth Street	15	19	20	54	18	0.19	0.0106	38	5
	East Boundary Street	60	59	54	173	58	0.52	0.0090	32	11
							1.55			30

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Greene Street	Twelfth Street									
	Eleventh Street	18	46	14	78	26	0.10	0.0038	14	1
	Tenth Street	10	10	10	30	10	0.09	0.0090	32	2
	Ninth Street	38	18	22	78	26	0.13	0.0050	18	2
	Eighth Street	18	16	18	52	17	0.13	0.0075	27	2
	Seventh Street	16	14	10	40	13	0.12	0.0090	32	3
	Sixth Street	10	10	14	34	11	0.10	0.0088	32	2
	Fifth Street	22	18	4	44	15	0.17	0.0116	42	5
	Fourth Street	16	18	18	52	17	0.19	0.0110	39	5
	East Boundary Street	66	60	58	184	61	0.52	0.0085	31	10
							1.55			31

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**GREENE STREET: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Greene Street	East Boundary Street									
	Fourth Street	72	86	48	206	69	0.52	0.0076	27	9
	Fifth Street	54	18	20	92	31	0.19	0.0062	22	3
	Sixth Street	19	22	184	225	75	0.17	0.0023	8	1
	Seventh Street	11	14	22	47	16	0.10	0.0064	23	1
	Eighth Street	30	12	40	82	27	0.12	0.0044	16	1
	Ninth Street	15	13	16	44	15	0.13	0.0089	32	3
	Tenth Street	15	13	14	42	14	0.13	0.0093	33	3
	Eleventh Street	8	8	10	26	9	0.09	0.0104	37	2
	Twelfth Street	28	76	36	140	47	0.10	0.0021	8	0
							1.55			24

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Greene Street	East Boundary Street									
	Fourth Street	88	64	60	212	71	0.52	0.0074	26	9
	Fifth Street	20	56	20	96	32	0.19	0.0059	21	3
	Sixth Street	28	20	30	78	26	0.17	0.0065	24	3
	Seventh Street	12	12	12	36	12	0.10	0.0083	30	2
	Eighth Street	14	12	14	40	13	0.12	0.0090	32	3
	Ninth Street	12	14	16	42	14	0.13	0.0093	33	3
	Tenth Street	14	14	16	44	15	0.13	0.0089	32	3
	Eleventh Street	10	10	8	28	9	0.09	0.0096	35	2
	Twelfth Street	14	16	62	92	31	0.10	0.0033	12	1
							1.55			27

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**TOBACCO ROAD: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Tobacco Road	Deans Bridge Rd (no signal)									
	Morgan Rd	134	122	103	359	119.7	1.05	0.01	32	4
	Windsor Spring Rd	202	208	176	586	195.3	1.85	0.01	34	7
	US 25/Peach Orchard Rd	188	222	188	598	199.3	2.38	0.01	43	12
	Gracewood Rd	20	20	79	119	39.7	0.21	0.01	19	0
	Hwy 56/ Old Savannah Rd	270	218	151	639	213.0	1.86	0.01	31	7
	Doug Barnard Pkwy	94	104	100	298	99.3	1.20	0.01	43	6
							8.55			37

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Tobacco Road	Deans Bridge Rd (no signal)									
	Morgan Rd	86	112	136	334	111.3	1.05	0.01	34	4
	Windsor Spring Rd	252	200	156	608	202.7	1.85	0.01	33	7
	US 25/Peach Orchard Rd	182	220	184	586	195.3	2.38	0.01	44	12
	Gracewood Rd	18	18	18	54	18.0	0.21	0.01	42	1
	Hwy 56/ Old Savannah Rd	182	224	196	602	200.7	1.86	0.01	33	7
	Doug Barnard Pkwy	110	96	100	306	102.0	1.2	0.01	42	6
							8.55			38

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**TOBACCO ROAD: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Tobacco Road	Doug Barnard Pkwy									
	Hwy 56/ Old Savannah Rd	166	154	112	432	144.0	1.20	0.007	26	4
	Gracewood Rd	162	150	134	446	148.7	1.86	0.012	45	10
	US 25/Peach Orchard Rd	90	52	58	200	66.7	0.21	0.036	128	3
	Windsor Spring Rd	186	201	258	645	215.0	2.38	0.001	4	1
	Morgan Rd	182	188	228	598	199.3	1.85	0.009	34	7
	Deans Bridge Rd (no signa	96	87	77	260	86.7	1.05	0.014	50	6
							8.55			31

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Tobacco Road	Doug Barnard Pkwy									
	Hwy 56/ Old Savannah Rd	212	208	116	536	178.7	1.2	0.007	24	3
	Gracewood Rd	181	114	126	421	140.3	1.86	0.013	48	10
	US 25/Peach Orchard Rd	89	54	126	269	89.7	0.21	0.002	8	0
	Windsor Spring Rd	188	172	190	550	183.3	2.38	0.013	47	13
	Morgan Rd	162	162	198	522	174.0	1.85	0.011	38	8
	Deans Bridge Rd (no signa	88	78	84	250	83.3	1.05	0.013	45	6
							8.55			41

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WRIGHTSBORO ROAD SEGMENT #2 : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Wrightsboro Road Segment #2	Jackson Road/North Leg									
	Valley Park East/Vanover D	64	38	58	160	53	0.60	0.0113	41	12
	Damascus Road	72	46	44	162	54	0.50	0.0093	33	8
	Pine Needle Drive	52	50	48	150	50	0.60	0.0120	43	12
	Daniel Village Road	24	48	44	116	39	0.20	0.0052	19	2
	Highland Avenue	26	50	96	172	57	0.20	0.0035	13	1
							2.10			35

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Wrightsboro Road Segment #2	Jackson Road/North Leg									
	Valley Park East/Vanover D	52	48	62	162	54	0.60	0.0111	40	11
	Damascus Road	72	68	50	190	63	0.50	0.0079	28	7
	Pine Needle Drive	62	44	50	156	52	0.60	0.0115	42	12
	Daniel Village Road	24	18	38	80	27	0.20	0.0075	27	3
	Highland Avenue	82	52	40	174	58	0.20	0.0034	12	1
							2.10			34

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WRIGHTSBORO ROAD SEGMENT #2 : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Wrightsboro Road	Highland Avenue									
Segment #2	Daniel Village Road	16	27	18	61	20	0.20	0.0098	35	3
	Pine Needle Drive	22	26	28	76	25	0.20	0.0079	28	3
	Damascus Road	56	50	50	156	52	0.60	0.0115	42	12
	Valley Park East/Vanover D	48	38	38	124	41	0.50	0.0121	44	10
	Jackson Road/North Leg	50	60	56	166	55	0.60	0.0108	39	11
							2.10			39

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Wrightsboro Road	Highland Avenue									
Segment #2	Daniel Village Raod	24	37	20	81.00	27	0.20	0.0074	27	3
	Pine Needle Drive	16	35	32	83.00	28	0.20	0.0072	26	2
	Damascus Road	46	54	56	156.00	52	0.60	0.0115	42	12
	Valley Park East/Vanover D	58	60	48	166.00	55	0.50	0.0090	33	8
	Jackson Road/North Leg	52	156	184	392.00	131	0.60	0.0046	17	5
							2.10			29

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

Appendix C

TABLES AND INFORMATION

1995-2008

This appendix provides the history of the ARTS CMP. It contains travel time summaries and road construction improvements by corridor.

Table C-1
AIKEN COUNTY
CONGESTION MITIGATION PROJECTS 1997-2008

LOCATION	PROJECT	DESCRIPTION	STATUS
Richland Ave - Florence St. to York Street	Signal Installation	New signals installed along corridor	Completed 1998
Park Avenue - Laurens to Chesterfield Street	Signal Installation	New signals installed along corridor	Completed 1998
Laurens Street - Richland to Rutland	Signal Improvement	Signal improvements	Completed 2000
Whiskey Road - Richland to Powderhouse Road	Signal Improvement	Computerized signals	Completed 2001
	Transit Stop	Added Transit stop	Completed 2001
Pine Log Road - US 78 to Silver Bluff Road	Signal Improvement	Computerized signals	Completed 2001
Richland Avenue - Vauluse Road to Beaufort Street	Signal Installation	Computerized signals	Completed 2001
Laurens Street - Richland to Rutland	Resurfaced and added a 3 foot paved shoulder		Completed 2002
Pine Log Road (SC 302)	Widening	Widened from two to five lanes	Completed 2004
Knox Avenue (US 25)	Widening	Widened to five lanes	Completed 2004
Pine Log Road	Signal Improvement	Signal Improvements and Widening	Completed 2005
	Widening		
SC 19 / Laurens Street	Signal Improvement	Signal Improvements	Completed 2006
Knox Avenue (US 25)	Signal Improvement	Three (3) New signals installed along corridor	Completed 2006
SC 118	Intersection Improvement	New turn lane installed	Completed 2006
Georgia Avenue	Access Improvements	Georgia Ave. extended to Savannah River.	Completed 2008

**Table C-2
COLUMBIA COUNTY
CONGESTION MITIGATION PROJECTS 1997-2008**

LOCATION	PROJECT	DESCRIPTION	STATUS
North Belair Road @ SR 28	Signal Installation	New signals installed	Completed 1997
Fury's Ferry Road	Intersection Improvement	New right turn lane added	
William Few Parkway @ SR 104	Signal Installation	New signals installed	Completed 1997
Washington Road	Intersection Improvement	New right turn lane added	
Wrightsboro Road @ Horizon South Parkway	Signal Installation	New signals installed	Completed 1997
Old Evans Road @ Martinez Industrial Drive	Intersection Improvement	Improved radius at intersection	Completed 1997
Flowing Wells Road and Old Trail/Augusta Prep driveway	Intersection Improvement and Signal Installation	New left turn lanes added New signals installed	Completed 1998
Fury's Ferry Road @ The Pass	Intersection Improvement and Signal Installation	New left turn lanes added New signals installed	Completed 1998
Baston Road - Fury's Ferry Road to Washington Road	Intersection Improvement	Intersection realigned at Fury's Ferry and Vaughn Rd	Completed 1998
Old Evans Road - Washington to Martinez Blvd	Widen to 4 lanes with turn lanes as required	Widened the road 2 feet on either side	Completed 2000
Baston Road	Road Widening from 2 to 4 lanes w/ turn lanes Intersection Improvement	Central Median with cuts New signals installed	Completed 2002
Evans to Locks Road	Signal Installation	New signals installed	Completed 2004
Columbia Industrial Blvd.	Intersection relocation	New right turn lane added	
Washington Road @ Halali Farm Rd.	Intersection Improvement	Additional lane separation for WB traffic between the thru lane and right turn lane at the intersection.	Completed 2006
Columbia Road @ Crawford Creek	Bridge Improvement/Intersection Improvement	Reconstruction of approaches and installation of a new bridge crossing on Columbia Road @ Crawford Creek. Project include turn lanes for Maple Creek Drive and Shepherd Way.	Completed 2007
Washington Road @ Gibbs Rd.	Signal installation/Intersection Improvement	Addition of a stop and go signal, to include left turn lane for WB and right turn lane for EB Washington Road.	Completed 2007
Washington Road @ Old Evans Road	Signal installation/Intersection Improvement	Addition of a stop and go signal, to include left turn lane for EB Washington Road traffic.	Completed 2007
Fury's Ferry Road - Riverwatch Pkwy to Blackstone Camp Road	Widening and Intersection Improvements	Widen the road to 4 lanes from Riverwatch Pkwy to Blackstone Camp Road.	Completed 2007
Washington Road	Signal Timing and Coordination Improvement	Upgrade 11 signalized intersections along the Washington Road corridor.	Completed 2007
Belair Rd.	Signal Equipment Upgrade	Replaced or upgraded signal equipment at eight intersections along the SR383 corridor.	Completed 2008

Table C-3
RICHMOND COUNTY
CONGESTION MITIGATION PROJECTS 1997-2008

LOCATION	PROJECT	DESCRIPTION	STATUS
Wrightsboro Road - Barton Chapel Rd to Marks Church Rd	Signal Timing and Coordination Improvement	Timing and coordination improvements for PM peak and Saturday	Completed 1997
Fifteenth Street - John C. Calhoun Expwy to Reynolds St.	Signal Timing and Coordination Improvement	Timing and coordination improvements for all peak travel times	Completed 1997
Thirteenth Street - Broad St to Reynolds St	Signal Timing and Coordination Improvement	Timing and coordination improvements for all peak travel times.	Completed 1997
Washington Road - Woodbine Rd to Stevens Creek Rd	Signal Timing and Coordination Improvement	Timing and coordination improvements for PM peak	Completed 1997
Wheeler Rd - I-20 to Medical Center Drive	Road Widening	Widen from 2 to 4 lanes with turn lanes as needed.	Completed 1998
Thirteenth Street - Savannah River to Wrightsboro Road	Signal Coordination Improvements	Signal coordination at Greene and Telfair Streets	Completed 1999
Wrightsboro Road - Barton Chapel Road to Jackson Road	Ramp Improvements	Added 300 foot deceleration lane at I-520 WB on ramp.	Completed 1999
Bobby Jones Expressway - I-20 to Washington Road	Road Widening	Widen to 3 lanes each direction between I-20 and Old Trail with intersection improvements at Scott Nixon Memorial Blvd. to improve safety.	Completed 1999
Wheeler Rd-Walton Way Ext.to I-20	Intersection Improvements	Left turn lane lengthened - Wheeler Rd SB/EB I-520 on/off ramp.	Completed 2000
15th Street - Reynolds Street to MLK Boulevard	Intersection Improvements	Added pedestrian crossing at Harper Street, Walton Way and Laney Walker Blvd.	Completed 2003
Fifteenth Street	Crosswalk Project	Pedestrian Crossings with ped buttons and and crosswalks installed at Walton Way, Harper Street and Laney Walker	Completed 2003
Fifteenth Street	ATMS	Traffic Surveillance cameras at JC Calhoun Expressway	Completed 2003
Tobacco Road @ Deans Bridge	Intersection Improvement	Intersection Improvement project at Deans Bridge Road	Completed 2003
Tobacco Road @ Mike Padgett	Traffic Signal Upgrade	East and west bound turn phasing were constructed at Mike Padgett Highway	Completed 2003
Thirteenth Street	Traffic Signal Upgrade	Employ ITS strategies at RR crossing. Implement Medical Center Study suggestions. Signal Upgrade at five intersections between Walton Way & Reynolds Streets.	Completed 2004
Wrightsboro Road @ Druid Park	Traffic Signal Upgrade	New traffic Signal Installed. Previously had stop sign for traffic on Druid Park Ave.	Completed 2006
Deans Bridge Road	Intersection Improvement	A second southbound left-turn lane and a single northbound right-turn lane was added.	Completed 2006
Gordon Highway	Intersection Improvement	Increased storage has been added for the eastbound left-turn movement. A right-turn lane was added for the SB North Leg Road.	Completed 2007

This appendix provides the history of the ARTS CMP. It contains travel time summaries and road construction improvements by corridor.

**Table C-1
AIKEN COUNTY
CONGESTION MITIGATION PROJECTS 1997-2008**

LOCATION	PROJECT	DESCRIPTION	STATUS
Richland Ave - Florence St. to York Street	Signal Installation	New signals installed along corridor	Completed 1998
Park Avenue - Laurens to Chesterfield Street	Signal Installation	New signals installed along corridor	Completed 1998
Laurens Street - Richland to Rutland	Signal Improvement	Signal improvements	Completed 2000
Whiskey Road - Richland to Powderhouse Road	Signal Improvement Transit Stop	Computerized signals Added Transit stop	Completed 2001 Completed 2001
Pine Log Road - US 78 to Silver Bluff Road	Signal Improvement	Computerized signals	Completed 2001
Richland Avenue - Vaucluse Road to Beaufort Street	Signal Installation	Computerized signals	Completed 2001
Laurens Street - Richland to Rutland	Resurfaced and added a 3 foot paved shoulder		Completed 2002
Pine Log Road (SC 302)	Widening	Widened from two to five lanes	Completed 2004
Knox Avenue (US 25)	Widening	Widened to five lanes	Completed 2004
Pine Log Road	Signal Improvement Widening	Signal Improvements and Widening	Completed 2005
SC 19 / Laurens Street	Signal Improvement	Signal Improvements	Completed 2006
Knox Avenue (US 25)	Signal Improvement	Three (3) New signals installed along corridor	Completed 2006
SC 118	Intersection Improvement	New turn lane installed	Completed 2006
Georgia Avenue	Access Improvements	Georgia Ave. extended to Savannah River.	Completed 2008

**Table C-2
COLUMBIA COUNTY
CONGESTION MITIGATION PROJECTS 1997-2008**

LOCATION	PROJECT	DESCRIPTION	STATUS
North Belair Road @ SR 28	Signal Installation	New signals installed	Completed 1997
Fury's Ferry Road	Intersection Improvement	New right turn lane added	
William Few Parkway @ SR 104	Signal Installation	New signals installed	Completed 1997
Washington Road	Intersection Improvement	New right turn lane added	
Wrightsboro Road @ Horizon South Parkway	Signal Installation	New signals installed	Completed 1997
Old Evans Road @ Martinez Industrial Drive	Intersection Improvement	Improved radius at intersection	Completed 1997
Flowing Wells Road and Old Trail/Augusta Prep driveway	Intersection Improvement and Signal Installation	New left turn lanes added New signals installed	Completed 1998
Fury's Ferry Road @ The Pass	Intersection Improvement and Signal Installation	New left turn lanes added New signals installed	Completed 1998
Baston Road - Fury's Ferry Road to Washington Road	Intersection Improvement	Intersection realigned at Fury's Ferry and Vaughn Rd	Completed 1998
Old Evans Road - Washington to Martinez Blvd	Widen to 4 lanes with turn lanes as required	Widened the road 2 feet on either side	Completed 2000
Baston Road	Road Widening from 2 to 4 lanes w/ turn lanes Intersection Improvement	Central Median with cuts New signals installed	Completed 2002
Evans to Locks Road	Signal Installation	New signals installed	Completed 2004
Columbia Industrial Blvd.	Intersection relocation	New right turn lane added	
Washington Road @ Halali Farm Rd.	Intersection Improvement	Additional lane separation for WB traffic between the thru lane and right turn lane at the intersection.	Completed 2006
Columbia Road @ Crawford Creek	Bridge Improvement/Intersection Improvement	Reconstruction of approaches and installation of a new bridge crossing on Columbia Road @ Crawford Creek. Project include turn lanes for Maple Creek Drive and Shepherd Way.	Completed 2007
Washington Road @ Gibbs Rd.	Signal installation/Intersection Improvement	Addition of a stop and go signal, to include left turn lane for WB and right turn lane for EB Washington Road.	Completed 2007
Washington Road @ Old Evans Road	Signal installation/Intersection Improvement	Addition of a stop and go signal, to include left turn lane for EB Washington Road traffic.	Completed 2007
Fury's Ferry Road - Riverwatch Pkwy to Blackstone Camp Road	Widening and Intersection Improvements	Widen the road to 4 lanes from Riverwatch Pkwy to Blackstone Camp Road.	Completed 2007
Washington Road	Signal Timing and Coordination Improvement	Upgrade 11 signalized intersections along the Washington Road corridor.	Completed 2007
Belair Rd.	Signal Equipment Upgrade	Replaced or upgraded signal equipment at eight intersections along the SR383 corridor.	Completed 2008

Table C-3
RICHMOND COUNTY
CONGESTION MITIGATION PROJECTS 1997-2008

LOCATION	PROJECT	DESCRIPTION	STATUS
Wrightsboro Road - Barton Chapel Rd to Marks Church Rd	Signal Timing and Coordination Improvement	Timing and coordination improvements for PM peak and Saturday	Completed 1997
Fifteenth Street - John C. Calhoun Expwy to Reynolds St.	Signal Timing and Coordination Improvement	Timing and coordination improvements for all peak travel times	Completed 1997
Thirteenth Street - Broad St to Reynolds St	Signal Timing and Coordination Improvement	Timing and coordination improvements for all peak travel times.	Completed 1997
Washington Road - Woodbine Rd to Stevens Creek Rd	Signal Timing and Coordination Improvement	Timing and coordination improvements for PM peak	Completed 1997
Wheeler Rd - I-20 to Medical Center Drive	Road Widening	Widen from 2 to 4 lanes with turn lanes as needed.	Completed 1998
Thirteenth Street - Savannah River to Wrightsboro Road	Signal Coordination Improvements	Signal coordination at Greene and Telfair Streets	Completed 1999
Wrightsboro Road - Barton Chapel Road to Jackson Road	Ramp Improvements	Added 300 foot deceleration lane at I-520 WB on ramp.	Completed 1999
Bobby Jones Expressway - I-20 to Washington Road	Road Widening	Widen to 3 lanes each direction between I-20 and Old Trail with intersection improvements at Scott Nixon Memorial Blvd. to improve safety.	Completed 1999
Wheeler Rd-Walton Way Ext.to I-20	Intersection Improvements	Left turn lane lengthened - Wheeler Rd SB/EB I-520 on/off ramp.	Completed 2000
15th Street - Reynolds Street to MLK Boulevard	Intersection Improvements	Added pedestrian crossing at Harper Street, Walton Way and Laney Walker Blvd.	Completed 2003
Fifteenth Street	Crosswalk Project	Pedestrian Crossings with ped buttons and and crosswalks installed at Walton Way, Harper Street and Laney Walker	Completed 2003
Fifteenth Street	ATMS	Traffic Surveillance cameras at JC Calhoun Expressway	Completed 2003
Tobacco Road @ Deans Bridge	Intersection Improvement	Intersection Improvement project at Deans Bridge Road	Completed 2003
Tobacco Road @ Mike Padgett	Traffic Signal Upgrade	East and west bound turn phasing were constructed at Mike Padgett Highway	Completed 2003
Thirteenth Street	Traffic Signal Upgrade	Employ ITS strategies at RR crossing. Implement Medical Center Study suggestions. Signal Upgrade at five intersections between Walton Way & Reynolds Streets.	Completed 2004
Wrightsboro Road @ Druid Park	Traffic Signal Upgrade	New traffic Signal Installed. Previously had stop sign for traffic on Druid Park Ave.	Completed 2006
Deans Bridge Road	Intersection Improvement	A second southbound left-turn lane and a single northbound right-turn lane was added.	Completed 2006
Gordon Highway	Intersection Improvement	Increased storage has been added for the eastbound left-turn movement. A right-turn lane was added for the SB North Leg Road.	Completed 2007

